

The Northwest.

An Illustrated Journal of Literature, Agriculture and Western Progress.

Vol. II.—No. 10.

ST. PAUL AND MINNEAPOLIS, OCTOBER, 1884.

PRICE 10 CENTS.

TACOMA.

The Terminus of the Northern Pacific Railroad on Puget Sound.

SPECIAL CORRESPONDENCE OF THE NORTHWEST.

I.

TACOMA'S EARLY HISTORY.

The original "Tacoma" was for many years but a place of a few straggling houses upon no very well-defined street. A saw mill gave it start, and a saw-mill sustained it. But the home of loggers and mill hands for several years, it lived as though there was no necessity for a name; but the land began to be claimed, other settlers came along, the streets began to be dignified with a few dwellings and an inn, and finally a church became a necessity to a few Episcopalians gathered there. A large fir tree standing, with far-spreading roots, upon the prospective corner of a street, was selected as a donation in the form of a steeple, and at an elevation of seventy-five feet a bell was placed. Accumulating funds thereafter, the holy people erected at the side of their nature-donated-spire, a modest temple of worship, where many more than the requisite two or three now meet each Lord's Day.

That the reader may know just why this town was selected by the Northern Pacific Company as its terminal point, a brief review of the action of that company within the last twelve years will be necessary.

As far in the past as a quarter of a century the plan of a northerly transcontinental line was discussed in the East by capitalists. The East desired a direct communication with the Pacific Ocean from a point north of San Francisco. A scheme for a railroad to such a point finally took tangible form, and the termini were to be the shore of Lake Superior and the shore of Puget Sound. This was the original plan of Mr. Jay Cooke, whose good management placed the company upon a firm financial basis at the start. The story of its building is too well known for repetition here, but that of the selection of a site for a terminus, being closely connected with the history of the town of to-day, will not be out of place.

A location was sought on Puget Sound, where a large water front would supply wharfage and anchorage for large trading ships, to be used in connection with their road, for transportation of wheat, lumber,

coal, iron and other products. Several points upon Puget Sound were apparently available, but only one was needed. In doubt as to the most eligible point, the railroad company decided to send a commission to inquire into and report upon the matter; and in the year 1872 a number of gentlemen constituting said commission left Chicago en route to Puget Sound, via the Central Pacific to San Francisco. These were: Messrs. W. B. Ogden, William Windom, George W. Cass, C. B. Wright, Frederick Billings, James Stevenson, Thomas H. Canfield, Milnor Roberts and Samuel Wilkeson. At San Francisco they separated, some of the party going by sea, others proceeding by stage and rail, with Olympia, on Puget Sound, as an objective point. Among the latter was Mr. C. B. Wright, with three others, who secured a small

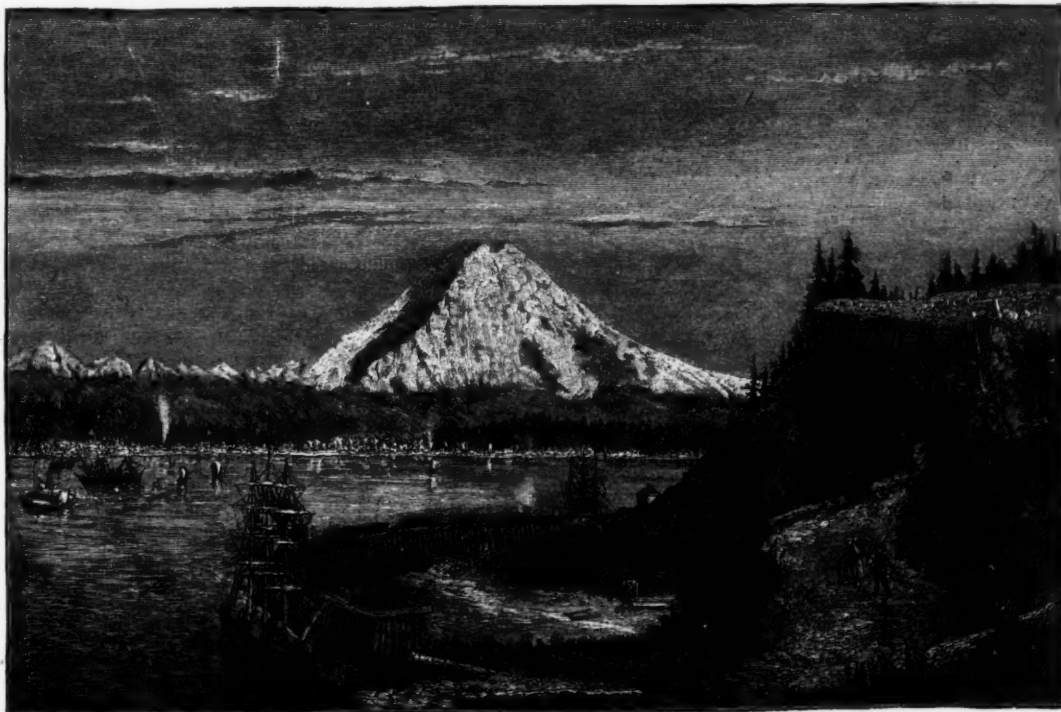
ers. Large fresh-water lakes were seen, and the country towards the south seemed to offer especial inducements to railroad building. Basing their calculations upon the prospective occupancy of the tide-flats, the absorption of the trade from the rich Puyallup Valley, the facility for entering to the head of navigation with their road, this section of the directors decided that the site for the future terminus should be at or near Tacoma, and upon returning to New York they reported said decision. At the request of the directors, and in order that there should be no mistake as to the selection of a terminal point, which once made would remain as such, two gentlemen, Judge R. D. Rice, of Maine, Vice President, and Captain J. C. Ainsworth, managing director for the Pacific Coast, visited Tacoma and made a careful

examination of the place, and upon returning to New York handed their report to the company. This was in June, 1873, and in September of that year the directorate issued the following: "Resolved, That the Northern Pacific Railroad Co. locate and construct its main road to a certain point on Puget Sound, on the southern side of Commencement Bay, in T. 21, N. R. 3, east of Willamette meridian and within the limit of the city or Tacoma, which point in the city of Tacoma is declared to be the western terminus of the Northern Pacific."

Thus the old mountain which fed the valleys had a worthy namesake, which,

following its example, would dispense to the smaller towns around such necessities as would help make them prosperous and thriving.

The townsite secured, it became the duty of the company to secure lands, which would be available for townsite purposes, and it accordingly purchased some 3,000 acres in the immediate vicinity. This property was afterward sold to the Tacoma Land Company, with the exception of a certain section which was retained for car and locomotive shops, depot buildings and wharves. The land company also at this time purchased of the railroad company some 13,000 acres of odd numbered sections within six miles of the water-front, making 16,000 acres of property owned by the former, previous to its having placed any upon the market. The property, in land, owned in the city to-day by the Northern Pacific Railroad Company includes 7,260 lineal feet of water-front, which is reckoned in value in open market at \$250 per foot, and also 10,001 shares of the stock of the



VIEW OF MOUNT TACOMA FROM COMMENCEMENT BAY. ALTITUDE 14,444 FEET.

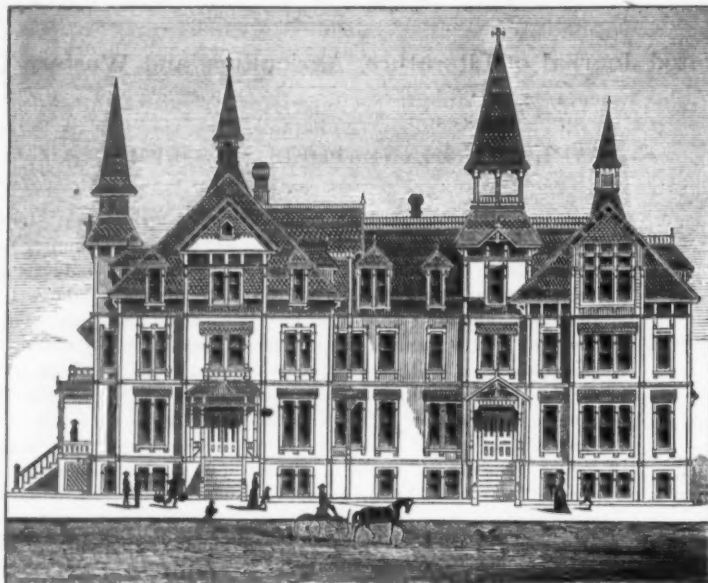
steamer and proceeded at once into an examination of the shores of Puget Sound, inhabited and uninhabited. Many points were visited, soundings made and the adjacent country explored, but it was not until the steamer entered Commencement Bay that a desirable location was found upon which to build a city. The little town of Tacoma stood upon the western shore of the bay, which is but five miles in length. The sound of the buzzing saws and the smoke from the chimney was all that could be seen or heard to indicate the presence of any habitation here, so thick were the forests in which the colony lived. To the left, as the steamer entered this harbor, there ran the Puyallup River, and south of the town rose the high lands upon a part of which the town of New Tacoma now stands. Upon an examination of the country within a short radius, the valley of the Puyallup was found to offer great inducements, while upon the tablelands in the rear of the bluff overlooking the harbor, a natural park welcomed the explor-

land company, this being a majority, or fifty-one per cent, of said stock. The landed estate of the company may be set down as equal in area to the ground covered by the cities of Chicago, St. Louis, or New Orleans.

It is not at all probable that, possessed of a quantity of real estate in this city, the railroad company will, at this late day, reconsider its determination and select another location for a termination. The accumulations of freight gathered in its journeyings across the continent will be handled here, and this will necessitate the erection of other and larger storehouses and bonded warehouses. In the various improvements now seen on every hand, the railroad company is directly interested, owning, as it does, interest in the land company, as will be noticed in the case of the new hotel just erected by that organization, and also in the scheme for supplying the city with gas and water. Individual members of the railroad company are also directors in these companies, and the whole combination may be described as being a wheel within a wheel, the company receiving indirectly the benefits of the increased business of each in the work of building up the city. The plan thus devised and consummated, the decision arrived at, the city of Tacoma, as originally intended, is to-day the terminus of the Northern Pacific Railroad. It will be remembered that it was in the year 1873 that the site for a terminal point was fixed, and that shortly thereafter a financial paralysis came upon the country at large. The railroad felt and suffered from the shock, and all work was suspended. The site of the future city remained unchanged during these years, its forests of firs standing guard upon the shores as of old. Even at as late a date as 1878-79 nothing more of life was apparent. In the latter part of 1879, however, the axe began to be wielded, and the great trees fell on all sides. Surveyors were at work laying out streets, and the noise of the blacksmith's forge and the saw and hammer of the carpenter echoed about the hills. Logs were burned, roots lifted, grounds leveled, and something in the appearance of a town was visible. Settlers began to pour in, sawmills were erected, wharves built, and then the long-looked-for road of steel entered the town. To-day there are nearly 6,000 people inhabitants of the now incorporated city of "New Tacoma," which is governed by a mayor and common council of nine—three from each of its three wards,—a chief of police, coroner, and street commissioner, and has an effective fire department. Within the last year the town has been visited by several large fires, which in certain instances have swept away whole rows of buildings, constructed, as they were, of pine. These districts are now being rebuilt with handsome brick buildings.

Something akin to magic is this work within four years. From the verandas of a \$200,000 hotel one may to-day observe the work of clearing still progressing actively, and may not imagine when looking at the hillside dotted with handsome residences, seminaries and churches, that but a short time since this spot held a "forest primeval." The reader is aware that, in journeying overland, Tacoma is reached by the Northern Pacific, via St. Paul, Minnesota, thence to Portland, Oregon. A steamer is there taken for Kalama, and from that point a train soon brings one into the city. By sea, Commencement Bay is reached through the Straits of Fuca into Puget Sound, and thence to its headwaters, where is located the subject of this sketch.

The Straits of Fuca separate the British possessions from the northern and western portion of Washington Territory, and are about ninety miles long and from six to twelve miles wide. Once rounding the point of Port Townsend the direction is southerly,



TACOMA—THE ANNA WRIGHT SEMINARY.

and the mariner finds himself within a harbor of unsurpassed safety, in which his vessel, however large or small, may ride easily in any kind of weather. This harbor is absolutely free from obstructions of any kind, there being no shoals, rocks or breakers.



TACOMA—ST. LUKE'S MEMORIAL CHURCH.

In a passage toward any of the ports along the sound, it is not an unusual sight to witness a ship under full sail make port without the aid of a tug. The great depth of water at the wharves of Tacoma makes it

possible for the largest vessels to tie-up at any stage of the tide, which has a rise of nearly twenty feet at this point. At present these wharves are visited regularly by the large steamers which ply between San Francisco and the sound ports, also by the large colliers of the Central Pacific Railroad, which carry coal to its western terminus above mentioned. Entering from the valley of the Puyallup, the railroads of the Northern Pacific bring coal from the mines at Carbon Hill and the foothills of the Cascade Mountains, which lie within thirty miles of the town—these roads being the only outlet from the mines to the coast. The mines being inexhaustible and having but this one outlet, it will be seen at once that this coal product is one of great importance, and will in itself aid materially in building up a large city.

II.

PHYSIOGNOMY OF THE CITY.

Why the New Tacoma was not built upon the immediate site of the original town is not quite clear to the visitor at a glance, but the reason may be given briefly. The property adjacent to the old town was owned by private parties who held it at too high a figure for the railroad to purchase. Secondly, the immense tract of tide-lands to the south of the old town and near the mouth of the river would become the property of any purchaser of river-front property. Moreover, the railroad company, by going nearer the head of navigation, or to the spot now owned by it, was able to purchase all the property needed at government rates or lower; hence, anticipating, as stated above, a large trade by ocean, the facilities offered for wharfage were a great inducement. The highest point in the town is 300 feet above the level of the sound, and upon these elevations are many handsome residences and public buildings. Its altitude and rare advantage of sewerage are elements which recommend it strongly as a desirable place of residence. Its avenues are well laid out, the lettered streets running parallel with, and the numbered streets at right angles to, them. Pacific Avenue, the now principal business thoroughfare, is 100 feet in width, and in point of skillful grading is one of the finest streets in the country, commanding from either end as now extended a free and unobstructed view of two miles along its length. The plan of the town, as to the laying out of its streets, is comprehensive and intelligent. The avenues throughout have a uniform width of 100 feet, and the streets of eighty feet. Handsome stores, both in frame and brick, are found throughout the entire length of Pacific Avenue; and there are erecting at present as many as forty new two and three storied buildings for business purposes. The general character of the private residences is of the Queen Anne order, and even the more modest, the homes of those who can afford as yet but a plain building, are built more or less after the modern architectural style. Wherever a clearing has been made, and a house erected, there will be found handsome terraces or well laid out flower gardens. Vines of numerous varieties curl and wind about doorways and window cornices and give a humanizing effect to the home.

III.

EDUCATIONAL FACILITIES.

With the increase of population came the demand for churches, and soon thereafter schools were needed. But few teachers had made their homes here until within two years after the town was inaugurated, and

these taught privately. A public school was deemed by the city fathers and mothers a necessity, and last year there was erected, upon a prominent site, a handsome building devoted to that purpose, and at a cost of \$25,000. The arrangements throughout for the health and comfort of pupils and teachers are complete, all the devices of modern architecture having been consulted and adopted; and to-day there is nowhere on the coast a building of its uses and character that will surpass it. The total valuation of school property, which includes grounds, buildings and furniture, according to the last report is \$30,024.93; rather a good showing for a four-year-old town. The census of 1883 enumerated the youth eligible to school facilities at 793, and the whole number registered as actual attendants upon the schools for the year ending June 30, 1884, was 624 pupils.

The Anna Wright Seminary is still another institution of education here. This is an Episcopalian school, in so far as its principal is an Episcopal minister, but scholars of any creed are welcome and their particular religious belief will not be questioned but respected. It is named for the daughter of Mr. C. B. Wright, who has endowed the institution in the sum of \$50,000. The building is architecturally handsome and of rather elaborate style, and cost in the neighborhood of \$30,000, which amount was raised principally in the East by Bishop Paddock of the Episcopal jurisdiction of this Territory. Standing upon one of the most prominent bluffs off the bay it sweeps the entire country, and has a full view of Mount Tacoma on the one side and the sound with its islands on the other. The Rev. Mr. Wells, rector of St. Luke's Memorial Church, its principal, as stated, has a competent corps of assistant teachers and professors. A similar seminary for young men will shortly be erected here, which Mr. Wright will also endow in a like sum. The plans of the building represent it to be fully as elaborate as the seminary for young ladies. The healthful climate of Tacoma, it would seem, would enter largely into the question of the selection of a school for youth. The freedom from severe cold in winter and extreme heat in summer is a desideratum to the student, and no more equable climate may be found than at this point.

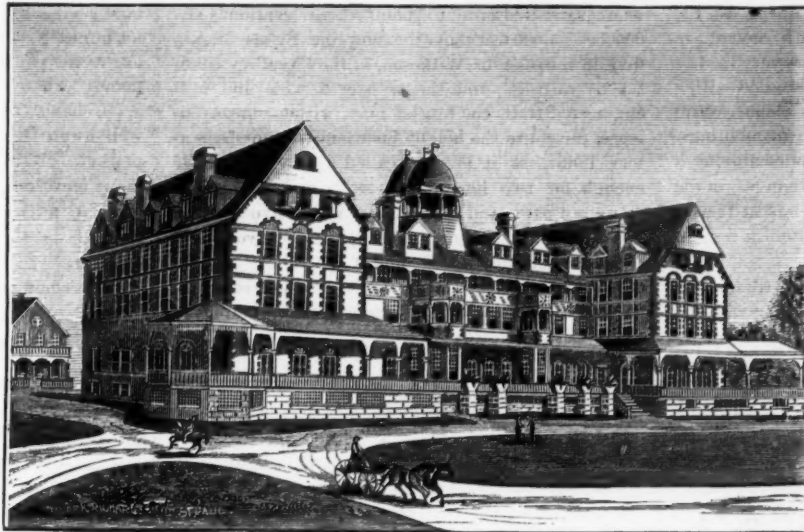
IV.

TACOMA'S CHURCHES.

After the hotel the most imposing stone structure here is St. Luke's Memorial Church, about the history of which building there is a touching story. Its windows are of cathedral glass, its pews of handsome native wood, and the ceiling and supports are of fir, ash and maple—all highly polished, and devoid of any unnecessary ornamentation. All that is seen is substantial. The floor of the church proper and chancel are covered alike with a heavy carpet of rich crimson, and the well-harmonized colors of the window glasses, at the sides and at either end, admit a light pleasing and fitting to the place.

At the left as one enters, and placed within a room built for it, is a handsome organ which, in its supe-

riority of tone, is in perfect keeping with the other expensive appointments of the church. A large memorial window occupies nearly the entire width of the front of the building (the entrance being at one side). This is in memory of the deceased daughter, and a marble tablet is sunken in one of the walls to the right of the chancel as a monument to Mrs. Wright. The following incident relative to the donation of this church to the parish was related to the writer:



TACOMA—"THE TACOMA."

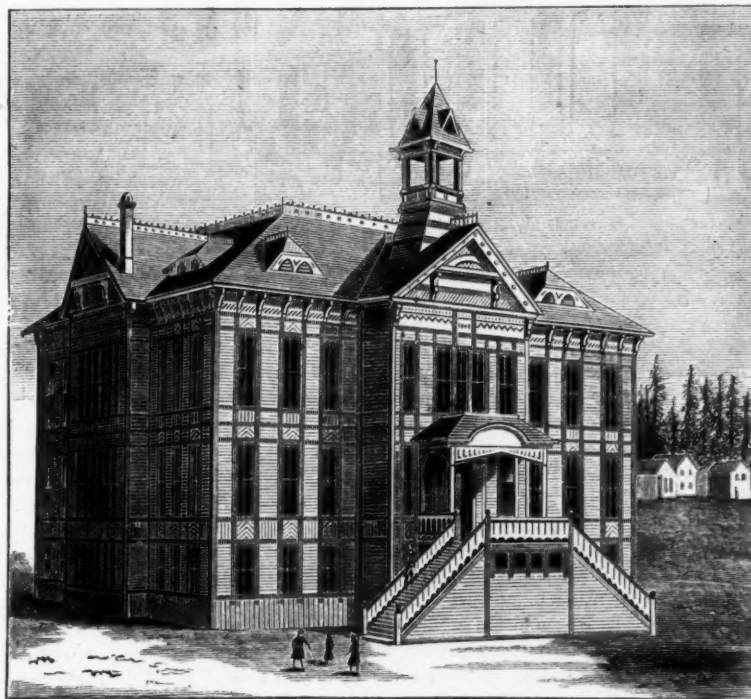
Several years since, hearing of the struggles of this parish to secure a building in which to worship, Miss Wright offered a substantial assistance in a bell, to be purchased by her in the East, laying aside from time to time from her own funds for that purpose. Before a sufficient sum was thus accumulated the

also of the seminary, and when in this section the bishop of the jurisdiction of Washington Territory officiates. Other denominations than the Episcopal have handsome churches here. The Catholic Church is the largest edifice for worship here, and its interior finish is chaste and churchly. Its pastor has but recently returned from a tour to Rome, where he selected many valuable articles for the altar and sanctuary. The Presbyterians follow next in the list of membership, and then come the Congregationalists, Methodists, Baptists and Lutherans. One would scarcely imagine that in a town claiming but 6,000 population so many opinions upon religious doctrine would exist. But Tacoma is essentially a church-going town, and its churches are generally filled on Sundays. The great taste displayed in the construction of church edifices and private homes is a source of comment by the visitor here.

V.

"THE TACOMA."

Probably one of the most startling surprises to the visitor as he alights from the carriage which fetches him from the train, is the hotel of which he has heard, en route, but of which his mind has not been bothered, rather taking the usual discount from tales of travelers, who "praise and magnify it" after a sojourn there of any period. Tacoma's walk-ways are solidly laid, are not older than the town, and are a joy to the pedestrian. But the tourist alighting, as we have said, from his carriage, receives a shock of surprise as his foot is placed upon a veritable stone pavement, and until the elevator places him in short distance of his assigned room, said tourist, be he Russian, Prussian, Italian or Englishman, is in a state of bewilderment. First he tries to place himself, or pull himself together as he registers. On all sides are evidences of a civilization he had not pictured. There is something truly startling. The clerk assigns him quarters in really a gentlemanly way, in quite as polished a manner as he has met with out of France, be the tourist a Frenchman. The elevator is taken, an open door awaits him in his pilgrimage in this wild west, to his apartment. Closing his door, he sits upon a cushioned chair and mentally argues with himself that he may or may not be in New York, London, or Paris. He finds out finally that he is in Tacoma, the terminus of the Northern Pacific Railroad, and that he is enjoying the hospitality of "The Tacoma!" the hotel to which the city looks with pride, and from which the guest departs with regret and remembers with genuine pleasure. "The Tacoma" is a new hotel. It has just been completed.



TACOMA—CENTRAL SCHOOL.

young lady was attacked by a severe illness from which she never recovered. Prior to her death she requested her father, Mr. C. B. Wright, to make good the deficiency and forward the promised bell; and the visitor of to-day needs but to look upon the handsome stone edifice, and listen to its bell and its organ to be convinced in what a substantial manner the memory of his daughter's wish has been observed by him. The cost of the building, as finished, was \$30,000. Its rector, the Rev. Mr. Wells, is principal

It is an enterprise of the Northern Pacific Railroad. Situated upon a bluff 100 feet above the high-tide mark of the bay which is at its feet, commanding a view of over sixty miles sweep, which contains the cold, white-capped salt waves of the sound, the smooth, winding river, a valley, woods, cleared ground, foothills and mountains, and yet within the heart of the city. The Tacoma as a home-like resort is not an illy-conceived idea of its projectors. The building was commenced in June, 1883, and, as stated, has but just

been completed, and is from the designs of a celebrated firm in New York City, and built under its supervision. It is modeled from the domestic architecture of France and Holland, of the fifteenth and sixteenth centuries. The main lines of the building are similar to the same lines in the best of French work, and the gables are a reproduction of a type found very frequently in Holland. The window and door framings and cornices are of selected hard burned brick and are attempts at decorating what would otherwise be tame and flat, owing to the necessity of covering all brick walls with cement, in this, a damp climate, where the brick are very readily affected. The interior details were studied with a view of making the house attractive as a home, warm and rich in color, and with fine and delicate moldings.

The guest here, as he sits in the shade enjoying a temperature which never rises higher than 80° in the summer, is apt to remember his friends at the sea shore in the East or at the interior mountain resorts, and pity them.

The mountain streams in the vicinity abound in trout which have waited all these years for the

has in his employ a corps of clerks, barbers, steward, head waiter, cooks and table waiters, all of whom he brought from the East. In few, if in any hotels, are guests better served, nor have they a better table. The entire absence of any Western frontier crudeness is noticeable.

It is only recently that the people in this section have become acquainted with the whitened mountain whose sides have given it health and growth, and the acquaintance was made possible by the hotel folks who constructed a trail to a point whose elevation is 11,000 feet—5,000 feet above the snow line. By easy stages, first to the town of Wilkeson, in the Puyallup country by railway, and thence over a wide and well engineered trail, the tourist may, without inconvenience, ascend to the height mentioned, or to Observatory Point, as it is now called. The trail, wide enough for two horses to pass, is one of the best mountain paths and cost \$25,000 to construct. The views through the mountain gorges, canyons and arroyos where are stored tons of ice slowly moving down until stopped in a defile, are not easily to be forgotten when seen. A guide is in the employ of

yet but within a short distance of where it stands, handsome lots may be bought at no very extravagant price. The land company, as has been stated, purchased from the railroad a large tract of land, and since its subdivision many hundred lots have been sold to private individuals, monthly sales averaging as high as \$25,000. Deeds are given conditioned that the purchaser will build upon the property. This has the effect of preventing a large amount of property from being held for a rise in price. The land company hold the bulk of this saleable land and lot property, and are careful to advance the price of lots as the population increases, and with it the demand. There is no booming of prices here; hence, a purchaser be he resident or foreigner, is quite well aware when buying of the real estate of the market. Without the city limits, and within also, many additions have been made by private owners; and in prices, these are found to vary but little from the established rate fixed by the land company. In the residence portion of the city, building lots command from \$100 to \$1,000, relatively as to their location. Lots average 25x120 feet. Blocks



TACOMA NATIONAL BANK BUILDING.

manufactured and artificial fly breakfast. The woods are filled with game: deer, and a variety of feathered tribes in abundance, whose ears are as yet unused to the explosion of gunpowder. A great variety of the salt water finny tribe are as yet ignorant of the meshes of the fisherman's net or the points of hidden hooks. Crabs sideways themselves as did their ancestors, guileless and uninstructed in the ways of eluding the red flannel bait and scoop net. Clams and oysters increase and multiply, and millions have yet to inaugurate a dinner. It will thus be seen that the angler or the huntsman in the East, who yearly fishes the well fished streams, and hunts the much beaten forests, has here near The Tacoma, all that would go to make life a pleasure, for a short time at least. If sailing or rowing is desired, there are the boats near at hand. Driving or riding being in order, a word but need be spoken, teams are numerous and roads not to be excelled in the country. The musician may indulge his passions upon the keys of a Steinway concert grand, and the billiard lover has at his command a dozen of the modern sort of tables. Newspapers of any repute are found upon the general table where regular files are kept.

Mr. W. D. Tyler, whose name is associated with the Pennsylvania railroad hotels, at Cusson and Altona, Penn., is the manager of The Tacoma, and he

the manager of the hotel, and horses, tents and food for the trip are provided by him, so that the tourist has nothing whatever to look after. The sight at times of huge boulders of ice and rock precipitated from a high elevation into the arroyo thousands of feet below, the weight of its tons of matter jarring the mountain side, and the report of it striking like the blast of a thousand Krupp guns, is one of the thrilling incidents of a trip to the glaciers. Mountain streams, temporarily interrupted in their rush below by reason of the sudden closing up of these ravines, foam and rise until the accumulated weight forces an opening, and down the mountain side it pours carrying with it masses of rock and timber. These occasional cataracts must be seen to be thoroughly enjoyed. The rush of the pent-up waters is soon over, but the surface over which it has passed tells of its fury. The melting snows of the day form curious monuments when the water has again frozen, and the packed ice in the narrow defiles through which at times the glaciers pass is arranged as though with an architect's supervision, and again assumes the most grotesque forms and figures.

VI.

TACOMA REAL ESTATE.

Of course the finishing of the hotel has increased the price of property in its immediate vicinity, and

west of Tacoma Avenue, one of the anticipated fashionable boulevards of the town, and the third avenue west from Pacific Avenue, which is the Broadway of Tacoma, contain but twelve lots each, while those farther west and toward the more elevated portion of the town are platted out in twenty-six lots each. At the present time eligible property upon the more elevated, and what will be the fashionable section, of the city, may be purchased for from \$200 to \$600 per lot. This section of the city is destined to be the retreat of those who will come to the West in search of a climate, which is, in summer, superior to any to be found east of the Rockies. The much needed fan of the Eastern summer resort does not flutter here. The white flannel and seersucker suits so necessary at Saratoga, Long Branch, or the Narragansett Pier, may be left at home, and the searcher after a clime akin to that land of pure delight so sung of, will, if he heeds advice, prepare himself with other than gauze underclothing, and also bring along medium weight goods. This, then, will be the attraction to the wealthy of the East. The land, now at reasonable rates, will, with each new comer and purchaser, increase in value. In the business centers property necessarily commands higher prices, from \$1,500 to \$2,000 being asked for lots in thickly settled portions of the business section.

At present there are many buildings erecting. These are of a substantial character, generally of three stories and handsomely finished, as a rule, in black mortar and stone copings. The writer was informed that the entire store-room capacity of the twenty odd buildings now erecting on Pacific Avenue are already engaged by merchants who have recently come to the city. An age of great prosperity is dawning upon Tacoma! A town of but four years of life, it is a source of amazement to many from the East who came into the world some of them fifty years ago, to find a city all built and awaiting them. Not so here. In the rates of interest charged purchasers of property upon deferred payments, the land company are two per cent below the current rate.

Land, good, available for garden purposes, or fruit raising, is purchasable for from \$15 to \$300 per acre, and this will improve yearly as the limits of the city extend. Some of the better clay loam fir land, about two miles from the center of the city, uncleared as yet, has realized \$100 per acre. As an evidence of the march of improvement in a certain direction, property which one year ago sold for \$15 per acre, now subdivided into building lots, commands a price of \$100 per lot.

VII.

FRUIT AND HOP RAISING.

That the land in certain sections, almost within the very limits of the city, is admirably adapted to fruit raising, is without dispute. It goes with the saying that Oregon fruit, the pear, the plum, apples, peaches, cherries and apricots, are equal in size and flavor to the long celebrated California article. And what is true of Oregon is true of portions of Washington Territory, especially true of Western Washington. Specimens of crab apple, plum and pear, have been exhibited in an impromptu horticultural show at "The Tacoma" during the last few weeks, also oats, wheat and hops, which convinced those who examined their character and quality of their perfection. The cherries are richly tinted and large, the berries of all classes prolific, and of a sweetness not excelled in any part of the Union. Oats, wheat and barley, grow with especial facility, the straw being oftentimes five and six feet tall. Those who have acquired land from the government, or by purchase from the railroad company, are devoting considerable time to the cultivation of fruit of all kinds, and, without doubt, in the near future, the fruit growers in this section will be shipping to the East large quantities, equal in character to any raised in the California markets. The yield this year has been larger than in any previous year. In the lawns about private residences, are planted the plum, pear, peach, and crab apple, and, in this, the ripening season, trees are bending low with the rich and abundant growth. The soil is of a peculiar quality in some districts, inasmuch as it never seems to fail in its ability to produce. The middle of September finds the farmers in certain sections of Western Washington busy indeed. This is their time for harvesting the hop, that fruitful source of fortune-making to many in the valleys hereabouts at least.

The time of suspense is past, the crop has flour-

ished, prices are good, and pickers abundant. Agents sent into British Columbia, and as far as Alaska, secured the services of many hundred Indians, and these, in addition to the large number from reservations in this section of the country, make an army of workers. The increase from year to year in the quantity of hops is, as will be seen, surprisingly great. In 1860 but forty-four pounds of hops were raised in the Territory. Ten years later there were

with its shoots and tendrils each spring time. Tacoma is particularly well located so far as the market for hops is concerned, as most of the crop will pass through it. At the head of navigation, the terminus of the road, the supply depot for the valley region where this rich product grows, its merchants will be the fortunate gainers by each year's output. The thousands of Indians who labor in the fields generally outlay most of their earnings in this town before they leave for their winter quarters and homes, and the streets present a busy appearance. There is a system among these Indian pickers which compels the employer to pay cash for each box picked. Hence a great deal of money is needed by growers during the immediate picking season. Beginners in the culture have to rely upon the banks to furnish the necessary funds, taking mortgages upon the crops. As each picker fills his box the overseer pays the same a silver dollar, the uniform price, and another box is begun.

VIII.

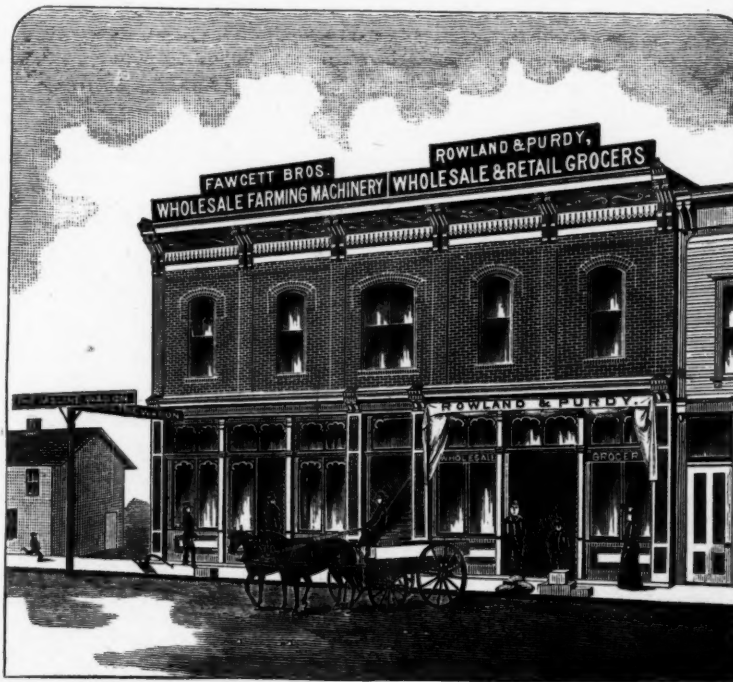
COAL AND LUMBER.

The coal fields in Western Washington have long attracted attention, and the railroad companies have made it possible for private individuals and corporations to look into the sections at the head of the Puyallup and White rivers, and already the yield is showing an increase. The Central Pacific Railroad recently purchased from the Northern Pacific Company rich coal fields at Carbon Hill, which is about thirty miles from this place. The price paid was \$750,000. The ships of the Central Company receive this coal from the massive and capacious bunkers of the Northern Pacific at a point near the head of the bay. These bunkers have a capacity of 4,000 tons, and the colliers readily load in twelve hours and sail away for San Francisco. The coal fields in the valley mentioned are inexhaustible, and the main channel being by rail to Tacoma it will readily be seen that here is yet another and greater industry to be developed. In the neighborhood of Wilkeson are many coal mines and this is also on a line of the Northern in its Cascade Mountain division. Capitalists are now here forming companies and prospecting. The coal is found to be most excellent for the making of coke, much already tested showing qualities equal if not similar to the best English article. From the South Prairie mines, which are at Wilkeson, the yield for the year ending June 30, 1884, was 28,000 tons, and that from the Carbon Hill mines reached as high as 172,000 tons, all of which was shipped from the bunkers of the Northern Pacific at Tacoma. More commodious bunkers are already a necessity and will shortly be erected. The important discovery that the coal here is of a character to yield rich coke is one of great moment to the people of Tacoma and the Northwest at large. Pending the discovery of some such grade of coal, capitalists from at home and abroad have waited, intending, in the event of such a coal existing, to erect iron foundries and manufactories at this point. A rich and free milling ore is found in the vicinity of the Skagit River as well as in the Cascade Mountains through which the railroad passes. A firm in Wales are about purchasing ground, and it is thought will soon erect extensive



TACOMA—MERCHANTS' NATIONAL BANK BUILDING.

some 6,162 pounds sent to market. In 1880 the vines yielded 703,277 pounds, and the army of pickers will, in this 1884, have packed a trifle over 1,250,000 pounds. Considering the acreage under cultivation, the yield is larger than in any other part of the country, and in quality the Washington Territory hops, or those from the valleys near Tacoma, is proven, by actual experiment and comparison, to excel those of any part of the world. The yield this year, owing to the favorable weather during the



TACOMA—A BUSINESS BLOCK.

growing season, is the largest to the acre ever grown in this or any other hop district. The crop up to this year has never been molested by disease, nor has a failure ever been recorded. The growing season is a very long one also, and slips planted in early April will bear fruit in the same year. While the hop vine is a large yielder to its owner, not more than nine cents being its cost per pound for raising, great attention is necessary during its growth. Once well started, however, it is regular in its appearance

manufactories. This in itself will be an enterprise from which Tacoma will reap a large reward. The Northern Pacific Company will liberally patronize such a manufactory, as by so doing it will save much money now paid to factories at a distance, and also to other roads, for freight. The hop-growing industry, the coal fields developed, iron in abundance, these three would seem to be blessings enough, and helps sufficient to the prosperity and greatness of a town. Yet another interest is within its doors even, and that is that which gave the old Tacoma its origin—the lumber trade. Standing, no matter where, if on the beach, the lands that lock the bay and sound are timber covered. If upon the highest hill, the vision sweeps hills, valleys and mountains to whose ground the sun never penetrates, so tall and closely growing are the fir, the spruce and cedar. It is estimated that the timber lands of Western Washington will reach in area 172,800,000,000 feet, and as near as can be judged but 2,500,000,000 feet have been cut during the last thirty years. This leaves the somewhat liberal balance of 170,300,000,000 feet now standing, growing and subject to the demands of the present generation. Many trees yield from 8,000 to 15,000 feet of lumber each, and grow to an astonishing height. A ship loaded here recently with lumber for a port in China, in the cargo of which were four timbers each 120 feet long and twenty-four inches square. Lumber manufactured here finds a market in England, France, China, Japan, Australia and the western coast of South America, Mexico and California. The mills are here, the lumber is here, and hence this great source of revenue will enter largely in the development of the town.

The largest sawmill anywhere along the sound is in Tacoma, or over in Old Town, as the new Tacomans term it. This is an improvement upon the one originally seen by the party who came to explore for a town, although it is in the same spot, and is really an enlargement of the original mill, and this has now a capacity of 225,000 feet of lumber per diem. This company has in its employ about 300 men, and also owns several sailing vessels which carry on an extensive trade with China, Japan and Australia. It is not uncommon to find six or eight large ships at the company's docks loading for these points. Facilities for loading, and of the most modern inventions, are employed here, and a ship need lose but little time whilst waiting for a cargo.

Three or four other sawmills are to be found in near reach of the center of the city and others further back in the country, and the constant buzz of the saws tells of the thriving trade in this line now. The town boasts of a sash and blind factory, several furniture manufactories, and a foundry.

IX.

GENERAL INFORMATION.

The car works and machine shops of the Northern Pacific are in keeping with the general excellence which characterizes the investments and buildings of that company. Under the immediate supervision of a master mechanic of great executive, as well as mechanical, ability, these works will compare in each department with any in the country. The railroad company will in a short time build large and permanent car works here, and thus we find the business cup of Tacoma rapidly filling with opportunities for a lasting greatness.

Just now a company of which Mr. C. B. Wright is president is building gas works and laying mains for water also.

Water is found at Spanaway Lake and Clover Creek, points upon the prairie about nine miles from the city, the fall being 250 feet and the supply inexhaustible. Reservoirs are now being built to receive the water, which will be conducted to them by a ditch for the distance of six or seven miles and then in thirty-six-inch wooden mains. From the lower reservoir the upper section of the city will be supplied by a hydraulic engine, a large mountain stream furnishing the power. The water force from the fire

plugs will be more than sufficient to reach the top of the highest building in the city.

There are no idle men here in Tacoma, the truth being that it is difficult just now to get help. Masons, carpenters and day laborers are in demand. Many are with the Indians picking hops, others on the railroad line, and those not in the employ of the gas and water works contractors are upon buildings. Few towns in the West can claim that laborers are scarce, or that their mechanics are overworked by reason of their fewness. Carpenters receive from \$2.50 to \$4, bricklayers \$5, stonemasons \$4, and day laborers \$2 per diem. Rough lumber brings from \$8 to \$12 per M feet, and dressed all the way from \$16 to \$25. Brick sell for \$8 to \$10.

Large quarries of fine building stone are being developed at Wilkeson, thirty miles away by rail, and there is a gradual supplanting of frame and brick by stone structures.

The roads around Tacoma are an attraction which every visitor appreciates. Departing from the city by the south and west a large plateau or table land is reached by an easy inclined roadway, and various driving and bridle ways are found leading through the groves. The road leads to the prairie land, which is undulating and seems as though marked out in cultivated fields. Owing to the gravelly nature of the soil, this section is not easily cultivated, but in the spring and summer is covered with a soft grass and is one huge flower-bed. The general undulation of the country, the apparently systematically arranged oaks, pines and evergreens, give the place the appearance of a great and cultivated park. From a slight elevation along the roads, which are as hard and well laid out as are any in artificially constructed parks, views may be had of the inland lakes so celebrated in this country, down to whose very edge these grasses and flowers grow and bloom upon level meadows and against natural terraces. From the lakes turning out into the prairie there are wide natural boulevards of hard gravel and clay, without a rut or stone. An association has purchased a few acres upon this prairie, and has as fine a mile course as is to be found. It is inclosed neatly and is the resort of ladies and gentlemen who are fond of turf sport.

The Northern Pacific Company has about determined to begin the great water front improvement project. When the plans agreed upon shall have been completed, there will be beat the deep water line of the flats, slips 100 feet long and eighty feet wide, which, it is calculated will accommodate two ships each. The question as to where the ships will come from, and what will they bring here, and where then will they go, and what take, will be answered when the company completes its scheme of placing a line of steamers upon the Pacific, these to ply between this port and those of Australia, China and Japan. Already propositions have been made by owners of English ships to furnish the steamers for this service, but this proposal has not as yet been accepted. The fact, however, that ships from these ports will, in no very distant future, sail and steam into Puget Sound waters is a foregone fact. The Canadian Pacific will have a terminus upon the sound within the next two years, and English capital will take advantage of the 600 miles saved distance in ocean travel, as between this harbor and that of San Francisco, if our own railroad men do not.

Much money will be required, but the great end in view will, by its value to the city and company, be reached and that shortly.

Tacoma supports two daily papers, the *Morning Ledger* and *Evening News*, and each is in a thriving condition pecuniarily, the merchants appreciating their respective values as mediums of advertising. They are ably edited, well made up and newswy.

A handsome theater is well patronized by the best people, and already theatrical managers are beginning to be aware that people in this region of the Northwest are critical enough to say what is and what is not good in music as well as the drama, and sharks of managers with poor companies are seeking other fields and first-class combinations only dare announce.

There are fewer saloons here than in most Western cities of its size, which is rather an indication of the business tendencies of the people.

After reading of a town which possesses so many advantages as a place of residence, and has within it the elements of future greatness, the readers of THE NORTHWEST should visit it, see for themselves, and confirm the statements recorded herein, and once seen, it is believed said confirmation would follow in each case.

SAM'L. G. YOUNG.

A CATTLE ROUND-UP.

Mr. James Vance, a ranchman, who served his apprenticeship as cowboy and "rounder up," was yesterday corraled and induced to deliver up some interesting matter about round-ups.

"The round-up is the great event of the stockman's year. It is his Fourth of July, and generally lasts a month and a half. The Territorial paper publishes such a notice as this," said Mr. Vance, taking a slip of paper from his wallet, "'Round-up, No. 5—Laramie Plains Round-up will meet at the Lower Bridge, near McGillis ranch, on the Big Laramie River, on June 1, and proceed to work the country between the river and the Black Hills divide as far south as Red Buttes; from thence it will work in two divisions as far south as Twin Mountains; thence back to Diamond Peak, working up Boulder and intermediate creeks up to the source of the Big Laramie River.'"

"That," proceeded the gentleman, "is an official announcement to all stockmen, and they combine and join in together. The ranges are generally about ten miles in extent, though some of them are thirty."

"What's a round-up party?"

"That's an expression we have, and means about ten wagons and as many cowboys, a cook going with each wagon, and every cowboy has a string of about six or ten ponies. The 'out' comes off at 3 o'clock in the morning, under the charge of an experienced foreman. Everybody is on horseback, and the foreman operates something in this manner: He sends one party out on the divide as out pickets, and other parties along the canyons and gulches with orders to drive the cattle up to the round-up center—a point previously agreed upon."

"The boys will be gone several days?"

"Oh, no; a good cowboy will ride from thirty to forty miles in the morning, coming up to his pony herd and taking out another one of his ponies just as he needs them. Sometimes a cowboy will ride down three or four ponies in a day. When the foreman 'covers his dog' as it is called, the cattle are gathered on the prairie in small herds, and then comes the fun. On the wiry, little, fleet-footed Indian ponies, who'll dodge, and back, and stop in a twinkling, the cowboys rush into the herds, and shouting, yelling and swearing, separate the herds, and drive out those having different owners."

"Then every man has his own brand?"

"Most assuredly. There are no two brands alike. Some are slits, some letters, some holes, and some figures. In fact there is every conceivable form of mark. When a man wants a brand, he gets it up and has it recorded in the office of the county clerk, in a book that is especially kept for the purpose. All the cowboys are not engaged in 'cutting out,' that is, getting the cattle that have the same brand all together. Others are busy in holding the herd to prevent a stampede. Thus all the herd are picked out."

"What is done with those that are left?"

"Those where the owner is not known are called estrays, and calves that are away from their mothers are called 'mavericks.'"

"What do you do with these?"

"These mavericks are branded with the mark belonging to the largest female herd in the neighborhood."

"Always at the wind-up of the round-up, the cattle are driven into a corral, where a fire is burning and the branding irons heated. A cowboy rides in, and swinging a lariat over the head of a calf, or around his hind legs, secures the hind end of the lariat to his saddle pommel. The calf is quickly thrown, and lies wallowing on the ground. The brand is either burned into his side, or his shoulder or rump, or perhaps the ear is slit, and it's done in a second, quicker than I'm telling you. There's a great noise made, but very little confusion. They have the business now systematized, so that everything goes like clockwork.—*Cincinnati Sun*."

GLIMPSSES OF WESTERN LIFE.

Westward.

We hear the tread of pioneers of nations yet to be;
The first low wash of waves where soon shall roll a human sea.
Behind the scared squaw's birch canoe the steamer smokes and raves:
And village lots are staked for sale above old Indian graves.
Each rude and jostling fragment soon its fitting place shall find,—
The raw material of a State, its muscle and its mind.
The rudiments of Empire here are plastic yet and warm:
The chaos of a mighty world is rounding into form.
And westering still, the star which leads the New World in its train,
Has tipped with fire the icy spears of many a mountain chain.

What a Girl Can Do.

We talk much about the raising of large crops and the other heroic or commendable deeds of men and boys, but we must not overlook the girls. A Scotch song says: "She's only a wee little lassie—there's naething a woman can do;" but this isn't exactly true. Miss Carrie Minner, aged fifteen years, has twice this season driven a four-horse team to The Dalles, and brought out heavy loads of freight. The distance, for the round trip, is nearly 200 miles. The road crosses over and through the Simcoe Mountains, where many long, steep and narrow grades demand skillful reigning and good judgment to avoid accidents. On one occasion Miss Carrie, having 2,000 pounds on her wagon, increased her team to six horses while ascending the summit of the Simcoes.—*Yakima (Wash. Ter.) Signal.*

Delights of Camping Out.

At this writing it is the fashion in Laramie to organize yourself—and others—into a party and go out into the mountains and "camp out;" to take a tent, some coffin varnish, some grub, some rattlesnake bite antidote, some sowbelly, soda, salt, a hook and line, rifle, and a little whisky, brandy or gin, and lie away to some sequestered spot, where, separated from the busy world and your wife and mother-in-law, you put in a week in shooting at marks and fighting mosquitoes, eating chip bacon and soda biscuits, and admiring nature unadorned, in the shape of rugged peaks, rotten pine trees, and gurgling streams. It's so nice to get away from the city and conventionalities of society, and imagine you are having a good time; so nice to wake up in the middle of the night and find the rain has crawled into your blankets, without the formality of an introduction, wetting the only clothes you have within reach of less than forty miles, and one looks so comfortable, jolly—and picturesque—as he muses over a smoky fire, trying to dry out the undershirt he has on; so nice to get one's nose peeled and one's face bronzed by the sun to that extent that even the most ardent creditor does not know you when you return home.—*Laramie Boomerang.*

Card-Playing in the Coeur d'Alenes.

The sale of playing cards is a very large item in this region to-day, says a recent Coeur d'Alene letter. Everybody, even Indians and Chinamen, plays. The Indians usually play for cartridges, but sometimes for horses and other of their possessions. It is hard to walk a block in any street in one of these new towns without finding half a dozen cards in the dust or mud. Often one comes on whole packs. And not alone are they found in the towns; the whole country is strewn with them. You see them by the roadside as you ride through in the cars; you see them in the rivers as they hurl their waters by; they are in wagons, in the woods, near towns, and on the trails miles and miles from any habitation. They turn up in most lonely and unexpected places, and it is hard to find any piece of ground where a camp has been pitched for the night without at least a scattering of them. The amusement in this country is absolutely none. I believe that gambling, card-playing (of course, for money), and the other vices are indulged in because there is nothing else to do. The life is nomadic in the extreme. Men do their day's work or tramp their day's journey. There is nothing to amuse or elevate them after sundown; they must have a change, and they resort to these things to pass their time and to temper existence with some excitement. Life in this country is demoralizing in the extreme for him who is weak-minded.

An Indian Charity Orator.

One night recently a number of the Turtle Mountain Indians, with their families, about forty in all, gathered near Dunseith and made the night a lively imitation of an inferno, being heard by a wakeful but unappreciative audience. There were eight lodges or tepees, numerous ponies, dogs and carts. About noon of the next day the residents made up a purse in order to insure a good exhibition of an Indian dance, and the Indians prepared by grotesquely and hideously decorating their bodies with daubs of paint, and very scantily robing themselves. The squaws do not dance, but sit on one side and drone a weird sounding chant keeping time with the music, if it may be so-called, secured as it is by six bucks each beating a rude drum with a stick, as they sit around it, singing in a chanting way something which sounds like a cross between a yell and a wail. The dancers caper around the singers, wildly gesticulating and telling of their deeds of prowess wounds and wisdom; meanwhile Little Cree, with a hat, makes frequent rounds for money. Little Bull, the sub-chief, was the leader of the dance, and delivered an address as follows: "I look on the sky, the earth, the hills, the lakes, the east, the west, the sun, the moon, the red man and the white man, the great Manitou made them all. We are brothers and friends (applause and hat goes round, shake hands all). I no believe we can no longer live by the hunt, nor by stealing (he had tried it). We must earn our living by labor, as the white man. I have a poor starving sister and brother, you will all give something to buy her flour, she will now pass the hat." Was not that a good speech for any charity orator? Ingenious Lo! You should start as a church debt raiser.

Fighting with Six Bears.

Not long since I was riding toward Cloud Peak, and had gone only three miles, when I discovered two enormous grizzlies down in a horseshoe canyon. I left my pony, went to the canyon wall and opened fire on the enemies. The bears were 500 yards away. My first shot wounded one of the monsters, and the wounded one immediately attacked the other bear. They fought desperately for fifteen minutes. It was a terrible encounter; the beasts would strike, bite and roll around, giving frightful growls, enough to scare a fellow even at the top of the canyon. The wounded bear was beaten by its antagonist, after which I shot the victor. They were both ferocious-looking animals, and the two would weigh over 3,000 pounds. Their tusks measured three inches, claws four inches, feet fourteen inches, and he bears were twelve feet long.

Leaving these two bears, I walked over a ridge not more than a mile away, and came onto four more, two black and two silver-tip bears. They did not see me, and my position was a good one, on the lee, and near a nice, smooth crag of granite. Slipping on a pair of moccasins, I was soon on top of the granite knob, 150 feet above ground. I opened fire immediately, only 200 yards; killed two the first shot, and soon had them all rolling down the mountain together. It was an exciting time; the four bears made a terrible noise. Bawling and deep growls, mingled with keen reports from my rifle, echoed and re-echoed, making a sound rivaling the very hall of pandemonium itself.

In a few minutes all was quiet, save the passing breezes through the pine boughs, and a few squalling ravens. I listened closely for more bear, and could occasionally hear their peculiar whistle across on the opposite mountain. But none were in sight. After seeing a large eagle swoop down among the pines, catching a grouse, I descended from my rocky knob, and ventured up to the bears. There they all lay in a heap, all dead in the gulch together. Those six bears would weigh over 7,000 pounds.—*C. F. Blackburn in the Salt Lake Tribune.*

In Bozeman, Montana, at the present term of court, an Irish lawyer addressed the court as "gentlemen" instead of "your honors." When he concluded a brother of the bar reminded him of his error. He immediately arose and apologized thus: "May it please the court, in the heat of debate I called your honors gentlemen. I made a mistake, yer honors. I know more law than anybody, but, yer honors, my parliamentary etiquette is at times so overshadowed by my gre-a-a-t knowledge that it escapes me soight. I beg the pa-a-rdon of the court."

DULUTH boasts of a single log which scaled 1,584 feet and from which 1,300 feet of one inch boards were cut.

Two silver-gray foxes were shot by Messrs. Whitten and Harving at Port Emma, Dakota, the *Times* says. Their skins are worth about \$300.

A DAKOTA VERDICT.—The body of a noted horse thief and all-around "rustler," known as Black Pete, was found last week in the lava beds below Cabello with a bullet hole through the head. The coroner's jury returned a verdict of "killed by a thunderbolt from heaven."—*Dakota Blizzard.*

Of Dakota, the *Milwaukee Sentinel* says: "It is reasonable to suppose that the Territory will get through the general Western experience—that it will have its boom and its reaction, its backsets and its failures, but Dakota land will always be as productive as any land the sun shines upon. It is a pity that the young men who are wearing out their lives on a small salary could not be planted on the rich land which the government gives away, but there is no use coming to Dakota without money. Those who have the means of building waterproof houses, to buy teams and implements, and live for a year will make money. Others will run the risk of suffering greatly. It is believed before the summer is over every foot of land east of the Missouri River in Dakota will be taken by settlers."

The *Pembina Express* gives this to show that bees will do well in the extreme north: "Mr. Airth procured a hive of Italian bees in Minnesota last spring. Early in the season they threw off the largest swarm of bees he ever saw, and he has had considerable experience with bees in the East. These, for the want of a proper hive, he placed in a tea box, but not liking their home they left for parts unknown, and during the season two other swarms followed them. In the matter of honey, however, he was not so unfortunate, having from the one hive taken 100 pounds. One-half that amount is considered a good summer's work for one swarm in bee countries. Therefore, Mr. Airth does not hesitate to say that bees may be made to pay well in Dakota."

A PARTY of St. Louis capitalists who have just returned from a visit to Dakota and Montana, report that the latter Territory is a veritable paradise for cattle-raisers and say they can't see where Dakota farmers will find cars enough to carry all their wheat. Truly, the Northwest is blessed by nature. Who, knowing its wonderful resources can doubt the great future before it? What a splendid Territory it will be ten years from now. Minnesota will have double her present population, and will have a dozen well known and prosperous cities all dependent upon the great lakes and her only lake port. Dakota will be divided and admitted, forming two great States, while Montana will be another star in the crown of the Union. Every portion of these four States will be cultivated and prospered, and the whole country will be dependent in a great measure upon them for its cereals, its precious metals and its meats, and the tour of tours for the pleasure-seekers will be over their railroad lines and by their steamers.—*Duluth Tribune.*

REMARKABLE PETRIFICATIONS IN WEST DAKOTA. —In my former correspondence I have not mentioned the petrified stumps and trunks of trees that are found scattered about this country. There is a grove of petrified stumps of about an acre, about six miles east of Young Man's Butte, and about one and a half miles southeast of Custer's Lookout, standing apparently as they grew; many were large sized trees. The petrification is a very hard quartz closely resembling flint, while some specimens are found which resemble agate, somewhat translucent. I noticed about thirty feet of the trunk of a tree on a bluff of Green River, that was probably petrified before it fell. These petrifications seem to be of a more recent date than the coal, as they are all on the surface, yet as they are usually found on high places the stumps may have furnished the wood for the coal, and while the coal was covered with rich soil a portion of the stumps remained uncovered. The water that flooded the heavily-timbered country must have been heavily charged with silica in soluble form, and the soil got thoroughly charged with it, as that theory is the only one that accounts for the remarkable stiffness of the straw this soil produces.—*S. Pelton in Dickinson (Dak.) Press.*

W. R. MERRIAM, Pres. F. A. SEYMOUR, Cash.
C. H. BIGELOW, Vice Pres. GEO. C. POWER, Asst. Cash.

THE
MERCHANTS NATIONAL BANK,
ST. PAUL, MINN.
CAPITAL, \$1,000,000. SURPLUS FUND, \$400,000.

DIRECTORS.
E. F. DRAKE. J. W. BISHOP. A. B. STICKNEY.
JOHN L. MERRIAM. D. E. ROYER. J. T. AVERILL.
MAURICE AUERBACH. F. A. SEYMOUR. CHAS. H. BIGELOW.
A. H. WILDER. E. N. SAUNDERS. W. R. MERRIAM.
L. D. HODGE. W. S. CULBERTSON. B. BEAUPRE.

THE ST. PAUL NATIONAL BANK.
OF ST. PAUL, MINNESOTA.
CAPITAL, - - - \$500,000.

PETER BERKEY, PRESIDENT. C. W. GRIGGS, VICE PRESIDENT.
F. W. ANDERSON, CASHIER. A. C. ANDERSON, ASST. CASH.

We receive Deposits and Accounts of Banks and Bankers, Corporations,
Merchants and Individuals on favorable terms.
Collections receive prompt attention, with remittance on day of payment.

HENRY P. UPHAM, PRES. E. H. BAILEY, CASHIER.
C. D. GILFILLAN, VICE PRES. WM. A. MILLER, ASST. CASH.

THE
FIRST NATIONAL BANK
OF ST. PAUL, MINN.
UNITED STATES DEPOSITORY.
CAPITAL, \$1,000,000. SURPLUS, \$500,000.

DIRECTORS.
H. H. SIBLEY. C. A. DEGRAFF. C. D. GILFILLAN.
T. B. CAMPBELL. H. E. THOMPSON. A. H. WILDER.
P. H. KELLY. E. H. BAILEY. F. B. CLARKE.
N. W. KITTSON. J. J. HILL. C. W. GRIGGS.
H. P. UPHAM. D. C. SHEPARD. H. B. BIGELOW.

WINSLOW, LANIER & CO.,
BANKERS,
26 Nassau Street, New York City.

NEGOTIATE RAILROAD LOANS.
ISSUE LETTERS OF CREDIT FOR FOREIGN
TRAVEL,
RECEIVE THE ACCOUNTS OF DOMESTIC AND
FOREIGN BANKERS, MERCHANTS
AND CORPORATIONS.

The Northwest.

A Monthly Illustrated Journal of Literature,
Agriculture and Western Progress.

[Registered at the Post Office as Second Class Matter.]

BUSINESS ANNOUNCEMENT.

THE NORTHWEST is published in St. Paul and Minneapolis,
Minn., on the first of each month. E. V. SMALLEY, Editor
and Publisher. Business Manager, M. E. GRAVES.
PRINCIPAL OFFICE: Mannheim Block, Third and Minnesota
Streets, St. Paul, Minn.
MINNEAPOLIS OFFICE: 9 Washington Avenue North.
BRANCH OFFICES: New York, Mills Building, 15 Wall Street.
Philadelphia, Corner Third and Dock Streets, Joseph Creamer,
Agent. Portland, Oregon, Bureau of Immigration. Liver-
pool, England, 20 Water Street.
SUBSCRIPTION TERMS: Single copies, \$1 per year; five copies,
\$4; ten copies, \$7, payable in advance. Money for single sub-
scriptions can be sent by mail at our risk.
The trade is supplied from the St. Paul office of THE NORTH-
WEST, and also by the American News Company, New York.
ADVERTISING RATES: Per line, each insertion, 25 cents; one
inch space, each insertion, \$3. Yearly rate, \$25 per inch.

Address,

The Northwest,
St. Paul, Minn.

ST. PAUL AND MINNEAPOLIS, OCTOBER, 1884.

A NEW town has been started on the west bank
of the Columbia River nearly opposite Ainsworth,
W. T. It has been named Huson, in honor of the
engineer in charge of the construction of the North-
ern Pacific line up the Yakima Valley.

FROM what we have seen of the Big Bend country,
in Washington Territory, we judge that there is

good land enough there yet unclaimed for at least
five thousand families. We hope to be able to make
a careful examination of the region next season.

SPOKANE FALLS suffered from two serious fires
the last week in August. One destroyed an entire
block covered with cheap wooden buildings occupied
by business establishments, and the other consumed
the best hotel in the town, the Sprague House. Mis-
soula has also had a fire lately. In both places an
engine and a water supply would have saved most of
the loss. Wooden towns must make up their minds
either to provide security against fire or to sustain
losses that would pay many times over for the cost
of the means for fighting the flames.

THE bills now pending in Congress to throw open
for settlement a portion of the Crow Reservation in
Montana, and also a considerable part of the large
reservation north of the Missouri River, occupied by
the Piegiens, Blackfeet and other tribes, will probably
become laws the coming winter. They will free from
Indian title much excellent grazing country. Cattle-
men who wish to occupy new ranges in Montana the
coming season would do well to keep watch of these
measures. Some are already selecting locations with
a view of taking herds upon them early in the spring
in case the bills pass.

WE know of no more promising field for the in-
vestment of a considerable amount of capital than
the development of the tin mines of the Black Hills,
in Dakota. At present, Cornwall, England, supplies
the world with tin. The mines are worked three
miles out under the sea, and are very profitable. The
Dakota ore is richer than that of Cornwall, and the
prospecting done thus far shows that there is an enor-
mous quantity of it. A syndicate should be formed
to build a railroad to the Hills and work the tin
mines. There is much money in the project.

WESTERN settlers who prefer the forest to the
prairies, and are willing to wrestle with the woods
for a few years to secure good farms near a railroad,
will find considerable unclaimed land on the plateau
drained by the creeks that put into the Clark's Fork
of the Columbia, in Western Montana. The advan-
tages of the locality are a rich soil, pure water, moun-
tain air, abundance of fine timber, cool summers and
winters of only moderate severity, and the nearness
of a trunk line of railroad. Thompson's Falls is a
good point for land hunters to stop at.

LIFE ON THE PRAIRIES.

FARM life on the Northwestern prairies looks rather
bare and lonesome to a new-comer from a wooded and
hilly country. The great stretches of featureless,
billowy plain produce a desolate feeling at first.
The settler soon grows attached to his surroundings,
however. Somehow or other he feels himself more
of a man when his eye sweeps over the wide land-
scape than he did when his view was shut in and
limited to a few hundred acres. His house is a land-
mark, visible, perhaps, for twenty miles. The trees
he plants soon make a green wall against the horizon.
His straw stacks are as conspicuous as the pyramids
of Egypt. There is a sense of freedom and largeness
such as one has at sea. Nature appears to be working
on a grand scale.

When he comes to know the prairies better the
settler finds they are not featureless or monotonous.
They are dotted with ponds and lakes, each of which
has its individual character. The streams are skirted
by trees and often run through deep, narrow valleys,
between grassy, buttress-like hills. From early May
till late October the whole country is a flower garden.
There is never a failure of the crop of blossoms. In
fact there is a succession of crops, and a prodigal
lavishness of beauty goes on all the growing season.

The land is so easily tilled that after the sod is
once broken farming is light work. No stumps or
stones check the straight course of the plow. The
brown mold looks so rich that it seems to say,

"Come, sow and reap, and enjoy the fatness of the
land." Everything grows rapidly. Nature seems
conscious of the fact that the warm season is short
and that a long winter is coming. She hurries the
crops along with her warm winds and her long, sunny
days. Five months cover the entire period of seed-
time and harvest. The rest of the year is the farmer's
leisure time. Besides attending to his stock and
providing fuel for his house he has little to do.

The winters are long and cold, but except for two
or three severe storms of wind and snow, called "bliz-
zards," the weather is bright, the air dry and the cli-
mate invigorating. There are three months at least of
sleighbing and everything goes on runners. Outdoor
movement goes on just as much as in warmer lati-
tudes. There is a crispness and snap in the air that
inspires to activity. People are lively and merry,
and much given to sleigh-ride parties, to dances in
barns, to evening entertainments in the towns, and
to all manner of pleasant sociability. There has
been no time for social divisions and cliques to
form or for prejudices and enmities to spring up, and
everybody is on good terms with all the world. Kind
neighborly services are exchanged, and good
fellowship is the rule. There are no serious hard-
ships to endure, because settlement in prairie coun-
tries never gets very far away from a railroad, and a
railroad brings the comforts of life within reach.
Privations are borne, it is true, but they are not the
outgrowth of the conditions of the country but
rather of the condition of the people who courage-
ously endeavor to make homes on government
land without money to put up buildings, or buy
stock and implements, or even to provide food
while their crops are growing. They struggle along,
borrowing money at high interest, and working for
neighbors to get the means of subsistence. Settlers
who have money enough to open and work farms can
live as comfortably in Dakota as in Illinois.

OPEN TO SETTLEMENT.

TRACK LAYING on the extension of the Jamestown
Northern Railroad, from New Rockford to Minne-
waukan, at the west end of Devils Lake, in North
Dakota, has commenced, and will be finished this
fall. The grading was all done last year. The com-
pletion of the road will open to settlement a large
extent of excellent agricultural and pastoral country
lying north and west of the lake, and including the
Turtle Mountain region and the Mouse River country.
A few settlers have already gone into these districts,
and their reports are uniformly favorable. At the
terminus of the railroad the town of Minnewaukan
has sprung up in advance of the arrival of the loco-
motive, and has already a number of stores and
shops, and a bright newspaper called the *Dakota
Siftings*. This is destined to be an important place.
In the bend of Mouse River there is a small town
called Villard, and the banks of the river are occu-
pied by farmers at intervals of a mile or two for a
distance of seventy miles. In the Turtle Mountains
the town of Dunseith has very recently been estab-
lished, and the events of the section are proclaimed
by a paper called the *Herald*. A railroad from Min-
newaukan to Dunseith is already projected by Chi-
cago capitalists. The Northern Pacific Company
expects to extend its Sykeston branch to Mouse
River, and will probably build from Minnewaukan
northward to the Manitoba line at no distant day.

All these movements mean the speedy settlement
of eight or ten counties now only occupied by a few
score of adventurous pioneers. There are no railroad
grants in the region, so the land is all open to home-
stead and pre-emption claims. Farmers who want
to emigrate to the Northwest and settle on govern-
ment land where they will soon have the advantage
of railroad facilities, would do well to go to Minne-
waukan and look over this new land. Claims can
be taken this fall and held until spring before im-
provements need be made. People who go in the
fall will get ahead of the spring rush of immigration,
and will have the pick of the unclaimed land.

NORTHERN PACIFIC REPORT.

THE annual report of the president and board of directors of the Northern Pacific Railroad Company was presented to the stockholders' meeting, held in New York, September 18. It shows that the company is in a sound condition, that it is able to pay all its obligations, and besides earn a considerable surplus, and that its earnings are steadily increasing with the development of the country it traverses. In view of the dull times which have caused a falling off in the traffic of many important lines, its showing of increased business is a remarkably favorable one. From the report we extract the following statements of general interest:

The gross earnings were \$12,603,575.58, an increase of \$4,748,116.32 over the previous year. The net earnings were \$5,425,820.84, an increase of \$2,664,527.52. The total expenditures, interest charges, sinking fund appropriation, rentals, taxes, the cost of the opening celebration, etc., were \$11,672,667.92. This left a surplus of \$1,009,758.11, which belongs to the preferred stockholders. The total earnings of the branch lines were \$496,407.02, and their net earnings were \$10,808.70. The figures given above for the main line do not show fully the actual increase of earnings, from the fact that in the gross earnings of the previous fiscal year were included \$1,531,112.35 for the transportation of construction material and persons engaged in construction work. The corresponding amount for the past fiscal year was inconsiderable, and the actual increase of commercial business was over \$1,000,000 greater than appears in the statement.

In the account of construction work it is stated that the mileage of new track laid was:

On the main line.....	200.3 miles.
On the branch lines.....	129.5 "
Total.....	329.8 "

The completion of the Bozeman and Mullan tunnels, and of the Snake River bridge are among the important features of the year's work.

The Land Department reports the following sales:

In Minnesota.....	17,541.67 acres for	\$58,548.57
In Dakota.....	250,853.32 " "	1,185,399.11
In Montana.....	62,270.53 " "	246,782.30
In Washington.....	147,450.49 " "	693,311.71

Total land sales.....	\$2,184,041.69
Town lots for.....	97,851.00

Total of lands and lots.....\$2,281,892.69

The total amount of preferred stock outstanding June 30, 1883, was \$41,479,463.90. The amount canceled during the fiscal year ending June 30, 1884, was \$1,942,395.50, leaving outstanding \$39,007,063.40. There were also purchased and retired, from the net proceeds of land sales, \$128,200 of Missouri Division bonds, and \$262,600 of Pend d'Oreille Division bonds, and also General First Mortgage bonds for the sinking fund to the amount of \$275,000.

The average price of the land sold was \$4.56 per acre, an increase of fifty-four cents over last year, and of \$1.30 over 1882.

The number of tons of freight carried was, in 1883, 1,093,336; in 1884, 1,442,800; increase, 349,464. The increase in the number of tons carried one mile was 156,569,376. The number of passengers carried increased from 551,150 in 1883 to 716,040 in 1884, a gain of 164,890. Some interesting statistics are given under the head of traffic. The cattle shipments westward up to the 30th of June were 77,320 head, against 41,140 for the previous year. All these shipments were of young cattle to stock new ranges. Of beef cattle going east to market the shipments this season will reach 75,000 head, against 35,000 last year. The wheat movement this year will be about 9,000,000 bushels against 6,000,000 last year. The shipments of ore from the Montana mines increased from 1,829 tons the first six months of the fiscal year to 12,000 tons the last six months.

The report speaks encouragingly of the increase of population in the territory tributary to the Northern Pacific lines, of the development of new industries and of the consequent steady gain in the business of the road. The outlook for the future of the road is

very encouraging. In most of the country it traverses settlement is of very recent date, having followed the building of the track, and every part of the vast region lately opened to civilization is capable of sustaining a population many times greater than now occupies it.

ASHLAND, Wisconsin, has been selected as the eastern terminus of the Northern Pacific Railroad, and the road will be completed to that town this season. Under its charter the company was at liberty to select any point on Lake Superior in the State of Minnesota or Wisconsin as its terminus. It might build on to the Montreal River, which is the boundary between the two States; but the mouth of that river affords no harbor, so it has been decided to stop at Ashland, which has a good harbor and is already a considerable town, being the lake port of the Wisconsin Central Railroad system. The Milwaukee, Lake Shore & Western Railroad will also build to the same place, and there will, besides, soon be a line across the northern peninsula of Michigan to the Sault Ste. Marie, connecting there with the Canadian roads. The Northern Pacific will, therefore, have ample facilities at Ashland in the way of eastern connections.

THE low price of wheat will work its own cure before long. In the older sections of the country farmers have in late years been returning to the culture of this cereal, stimulated by steady and pretty good rates. In Ohio, Pennsylvania, New York, Kentucky, Indiana and other States, more winter wheat has been harvested this season than at any time for twenty years. Old wheat regions of the days before the country west of the Mississippi was settled, where corn and cattle have been the chief products in recent years, now show a heavy surplus of wheat. Another year comparatively little will be sown in these regions, because with the low rates now ruling the crop has not been profitable. There will be no glut in the market after the harvest of 1885. The acreage sown in the great Northwestern spring wheat belt will not be reduced, but in all regions where wheat is not a paying crop, unless it will command over a dollar a bushel, the farmers will drop it and go back to other crops.

THE steady growth of Duluth is one of the most interesting features of Northwestern progress. Three new grain elevators have been built during the present season. The storage facilities are now ample for any possible demand, and millions of bushels of wheat can be carried over the winter, if owners wish to hold it for better prices next spring. Many substantial business blocks of stone and brick have lately been erected, and the new dwellings must be counted by the hundred. It is evident that the city at the head of Lake Superior must soon overflow across the St. Louis River and occupy the fine plateau north of the old town of Superior, in Wisconsin. There is but little land left on the Minnesota side of the river available for the uses of the railroad companies, the coal docks and the lumber mills and yards.

THERE is plenty of room in Dakota for agricultural colonies, but those who go must not expect to start cities off hand. The townsie boom has had its day. A prairie country does not develop many large towns. The map of Dakota is already spotted with places that pretend to be cities, and can never, by the most fortunate fate, become more than little country villages. A colony should lay out a small townsie for a post office, one or two stores and a blacksmith shop, but there is no occasion to have a map lithographed and to stake the prairie out for a mile or two into twenty-five feet front lots.

It is said that there is not a new town in Dakota that is not anxious to get a flour mill, and there is not one that is not willing to give a bonus of from \$2,000 upwards to secure such an industry.

PERSONAL.

F. JAY HAYNES, the Fargo photographer, has framed a number of fine Yellowstone National Park views preparatory to shipping them to the World's Exposition at New Orleans. Mr. Haynes has been placed in charge of the Wyoming art department at the exposition by the Governor of that Territory.

At the annual meeting of the Northern Pacific shareholders, held at the office of the company in New York, on September 18, the following directors were elected for 1884: Hon. Frederick Billings, Charles B. Wright, Robert Harris, John G. Ellis, August Belmont, J. L. Stackpole, Benjamin P. Cheney, Johnston Livingston, John C. Bullitt, Thos. F. Oakes, R. G. Rolston, J. H. Hall and H. P. Hallowell. Messrs. Hall and Hallowell represent the Oregon Transcontinental Company.

WHEN passing through Bismarck, Colonel Robert G. Ingersoll was asked by a reporter what he thought of Dakota. He replied: "I think it perfectly grand. Dakota is Illinois on a larger and grander scale. I never saw better land, better crops or better looking folks. You have in this Territory more than 100,000,000 acres of land. You can support 20,000,000 people. The country is more beautiful than Iowa or Illinois. Your long winters will make good homes, and good homes are the foundation and dome of progress. Dakota has a splendid present and a sublime future."

JAMES MUIR, the well-known tunnel contractor, recently arrived in St. Paul from his work on the Canadian Pacific Railroad near Kicking Horse Pass, in the Rocky Mountains. He says that the most rapid construction work he ever saw has been done on the road this season and that the tracks will be joined next fall. American engineers are employed in the mountain work. The English engineers who were engaged on the plains divisions proved unfit for the rougher portions of the line. Their hobby was alignments, and they were making the road altogether too expensive.

COMMODORE WHEELER's expedition down the Missouri River to the Great Falls and Benton will leave this morning. There will be two boat loads of excursionists, consisting of the following gentlemen: E. V. Smalley, who is furnishing articles concerning the Northwest for the *Century* magazine; H. F. Farney, artist, of Cincinnati, who furnishes the illustrations for Mr. Smalley's articles; Governor John Schuyler Crosby; Hon. Martin Maginnis; C. H. Leadbeater, chief of the Montana corps of fact-collectors for Bancroft's History; Peter Blow, of the customs bureau, Treasury Department; Joe. Garneau, Jr., of St. Louis; Dr. C. G. Brown, Dr. C. K. Cole, Judge Cornelius Hedges, and Messrs. W. A. Chessman, W. B. Nickles, Harry Wheeler and L. K. Hill, of Helena. The expedition will be written up for the *Independent* by Guy X. Piatt, who will be a member of the party.—*Helena (Mont.) Independent, Sept. 10.*

A GOOD story is told of the Hon. Frederick Billings of the Northern Pacific Company. Arriving in Duluth not long ago with a party of friends in his private car, he saw a newsboy standing on the platform. "Have you the St. Paul *Pioneer Press*," asked Mr. Billings. The boy said he had. "Give me five copies. Got any other papers?" "Want the Minneapolis *Tribune*?" "Yes, I'll take five. Any Chicago papers?" "*Tribune* or *Times*?" "Give me five of each. Any Duluth papers?" "*Evening Herald*, just out." "All right; I'll take five of them, too." The boy's eyes had been getting bigger and bigger during this colloquy. His suspicions that a dangerous rival was about going into the news business increased with every order, and scanning the millionaire railroad director from head to foot, he exclaimed, "Look here, Mister, are you selling papers on this train?" The joke of being mistaken for a newsboy was too good for Mr. Billings to keep to himself.

ANTELOPE VALLEY.

From the Dakota Siftings.

First, we will try and locate the valley in the minds of our readers who may be interested in securing homes and obtaining some of this renowned wheat-producing soil.

The valley is located in North Dakota, Benson County, lying on the west side of the Indian Reserve, and on the north side of the Sheyenne River. It is about five miles wide on the east side, and broadens as it runs west and north until it becomes one broad plain, intercepted occasionally by streams which empty their water into the Sheyenne River. There are also quite a number of beautiful little lakes that enhance the valley as a stock-raising country, as they are supplied and kept up by springs of pure water.

The valley was first settled in May, 1883, by a party of young men, the writer included. We had looked over quite a portion of North Dakota, and found nothing quite to our fancy, and were about to give up the search, when we came to the summit of a high hill that overlooked the valley, and gazed down on the lovely plain below. We were sure we had found the El Dorado of North Dakota. As we stood gazing in mute wonderment, one of the party espied a small herd of antelope feeding in the distance, and made the remark that this must be Antelope Valley, a name which it has retained ever since. These young men, in making first settlement, encountered severe drawbacks in the way of disputed boundary lines, which, however, were settled satisfactorily to all concerned late in the fall of 1883, too late, however, to make any improvements that season. But the spring of 1884 opened up with a "boom" that would be hard for any country to beat, as it was a substantial "boom," there being broken about 2,000 acres of as rich, black loam soil as was ever turned to the light of day. The breaking was done by actual settlers, no company or syndicate having got a foothold as yet. Good, substantial houses have been erected, fine wells containing as pure and sparkling water as ever gladdened the throat of man, dug and stoned up, trees planted around, the dwellings all going to show that we have come to stay. Surely no country has done better in the present.

Of the future we have no fears. Located as the valley is, with the Jamestown Northern crossing it near the east side, giving it a good wheat market, and the prospects of a thrifty growing town, with Minnewaukan, the prospective county seat of Benson, only twelve miles to the north, on the same road, it is a desirable location for farming or other business. There is an abundance of government land waiting to be taken by the incoming settler, and more being surveyed at the present writing.

MONTANA PLEASURES.

From the White Sulphur Springs Husbandman.

There are to-day hundreds of tourists and pleasure-seekers from the States enjoying a camping season among the picturesque mountains of Montana, indulging in the invigorating sports of hunting, fishing and berrying. And never in the history of the Territory, since civilization has thrown its protecting arm around these beautiful valleys and grand old mountains, has it been more inviting. The small fruit is abundant, and pleasure-seekers may feast upon berries on nearly every mountain side. Fishing is also excellent, and when tired of berrying, the finest trout may be taken from every mountain stream. Hunting is good; chickens, grouse, sage hens, fool hens, elk, deer, antelope, or, if the Nimrod should be ambitious for adventure, he can take a bout with bruin any time he wishes; and fierce and wilder still, may, if he wishes, hunt the king of beasts, the Rocky Mountain lion. There is, in fact, an endless variety of sports. Then the lover of the beautiful finds continued enjoyment in threading forests, climbing peaks, crags and cliffs in heights of eternal snow, or in strolling by cool mountain brooks and gathering the endless variety of wild flowers.

There are hundreds of beautiful little dells and vales along our mountain streams, even in the settled valleys, that are unfrequented. Here the tourist, tired of the bustle and hurrah of the great cities, can pitch his tent in quiet, where only the moaning of the wind through the pines will break the solitude. The few hundreds who are gaining new life in these cool retreats—asylums of nature—are but the advance guard of the countless thousands that are destined to come in the near future. And the people who reside here permanently should feel proud that their lives are cast in a land of such magnificence.

DEFECTS IN THE LAND LAWS.

Editor Minneapolis Tribune: Your article in a recent issue of the *Tribune* on "Land in the Northwest" is excellent. The pre-emption and timber culture laws have become instruments to facilitate land-grabbing and land speculation, and should be repealed. I have traversed all the new States and Territories during the past two years, making many long journeys across country in wagons and on horseback, and I do not think I have seen in all twenty honestly cultivated tree claims. As to the pre-emptions, they are mainly held either by non-residents or by men living on adjoining homestead sections who are not satisfied with 160 acres, but take a pre-emption claim first and then a homestead.

Good government land is getting scarce. By the end of this decade it will be hard to find a quarter section unclaimed on which a man can make a living by farming. Congress should immediately take steps to preserve what little of the agricultural portions of the public domain there is left for actual settlement in tracts of not exceeding 160 acres. As to timber culture, every homesteader on the prairie should be obliged, as a condition necessary for obtaining his patent, to plant and rear five acres of trees.

One important feature of the land situation is not touched by your article. An immense part of the public domain is good for nothing for agriculture, but is valuable for stock-raising. On the great natural pastures of Montana, Wyoming, Nebraska, and Colorado west of the line of possible agricultural settlement, 160 acres are not enough for the settler. No man can make a living by raising cattle on a quarter section. There should be such legislation as will enable stock-raisers to acquire title to ranges of moderate extent by actual occupancy and the payment of not more than one dollar and twenty-five cents per acre. The valleys where farming by irrigation is feasible should be carefully excluded from the operations of the law. The present land laws are wholly useless in the cattle regions, and are, therefore, a dead letter. The only law in force among the cattlemen is that of the Scotch border in old times:

"And well they knew the good old rule,
And kept it to a man;
That he should take who has the power,
And he should keep who can."

E. V. SMALLEY.

St. Paul, August 30, 1884.

DAKOTA SOIL.

The Jamestown *Capital* says of Dakota soil: "It is not surpassed in the Northwest in point of fertility and adaptability to all the purposes of cultivation. It consists of a dark, rich and somewhat sandy loam of a depth varying from two to three feet, and is underlaid with a clay subsoil impregnated with lime. Experience has demonstrated that this variety of soil is little liable to suffer from drought or excessive moisture. The surface water, which at once sinks through the porous soil, leaving the surface moist and friable, is retained by the subsoil, to be drawn upon by the growing plants during dry periods. A chemical analysis of the soil discloses the presence of the richest fertilizers, which give rapidly to growth of plants, and enable it to sustain a long succession of crops. This scientific testimony is valuable, but the crops which have been gathered for the past three years are the most satisfactory and decisive proofs of

the productiveness of the country. The agricultural products successfully cultivated here are of wide range in variety, and include all the small grains, small fruits and vegetables. This country is best known for its wonderful crops of wheat. North Dakota wheat is universally admitted to be the best in the market, and in no other section has wheat been produced in greater abundance or of better quality. This variety of wheat has been raised in North Dakota with so much greater success than elsewhere that it has come to be known in the market as No. 1 hard wheat. It commands a better price than even the best varieties of white winter wheat. In wheat-raising no part of the world can compete with this locality. The value of this product is shown in the fact that in many instances the farmer has been able to pay for his land in the product of his first crop. While it is true that this is not the usual result, and while the settler ought not to base his plans on such experiences, still he has a right to expect large crops and good prices. Flax may be grown with the certainty of securing a fair yield and a good price. It may be cultivated with success upon land that has been newly broken. Oats, barley, and buckwheat are all cultivated with the greatest success. These grains attain a size and solidity of berry elsewhere unknown. The adaptation of the soil and climate is manifested in the perfection of the grain and largeness of the crops. This is especially true of oats, which return an enormous yield. As high as 115 bushels to the acre were raised in 1882, and the crop in some counties averaged over seventy bushels to the acre. All of the smaller varieties of fruits, such as strawberries, gooseberries, raspberries, blackberries, currants, and several varieties of grapes, can be grown here without trouble.

SOME NORTH DAKOTA CROP ITEMS.

AN acre of ground in Ransom county, Dakota, raised 375 bushels of peas.

ARTHUR BASSETT, near New Rockford, Dakota, threshed 3,900 bushels of wheat off 100 acres, and foots up handsome profits even at the low figures.—*Miles City (Mont.) Journal.*

SIX THOUSAND two hundred bushels of wheat by weight on 155 acres—forty bushels per acre—is the harvest of Mr. J. E. Cooley, of Grand Forks, Dakota. This is beaten by Mr. Thomas Edison, of Larimore, who got 4,225 bushels on 100 acres—forty-two and one quarter bushels per acre.

MR. C. A. Rhine brought to the *Progress* office this week a magnificent sample of horse-tail oats, grown on his farm on the eastern border of La Moure county, that by actual weight exceeded sixty bushels to the acre. Mr. Rhine also raised fine corn of both the dent and flint varieties.—*La Moure (Dak.) Progress.*

ONE of the richest and best cultivated farms in the Territory is that of White Bros., north of Valley City. On this farm threshing has just been completed, and the crop has been a large one. From 400 acres sown to wheat the yield is 10,273 bushels, 200 acres of which averaged thirty-three bushels per acre.—*Valley City (Dak.) Times.*

THIRTY-SIX BUSHELS PER ACRE.—Albert Schrupp, who lives a few miles south of Larimore, finished threshing, and as he delivered his grain directly to the elevator it was easy to ascertain just what the yield was. He had just 100 acres of wheat and from that land he threshed just 3,600 bushels, or thirty-six bushels to the acre. The Elk Valley seems to be getting to the front in the matter of grain-raising this year.—*Grand Forks (Dak.) Plain Dealer.*

CROPS IN THE JAMES RIVER VALLEY.—While it is as yet too early to approximate the yield of grain in the James River Valley this season, evidences on all hands point to an immense crop. Reports from various farmers thus far brought in show that the yield is away above twenty-five bushels, and in some instances going over forty bushels, per acre. From eighteen quarts of oats one farmer sowed last spring, he received over 100 bushels of splendid grain. The stories of some of the yields seem almost too big to tell, and he would be a natural-born falsifier who would tell else than unvarnished facts this season. The success of crops this year in the James River Valley must silence all doubt and close all lips which would utter words against it, and gives promise of a future more wonderful than the imagination can picture.—*Jamestown (Dak.) Capital.*

IN THE MONTANA CATTLE COUNTRY.

SPECIAL CORRESPONDENCE OF THE NORTHWEST.

MILES CITY, MONTANA, Sept. 15, 1884.

All the talk here is of cattle. The town is full of men in broad-brimmed white hats with leather bands, who come in from the ranges, riding at a gallop on high-peaked saddles, with a lariat in front and a blanket rolled up behind. They wear fringed leather leggings called "chapps," that come up to the hips, and ugly spurs. I asked several of these cowboys about the ranges, whether they were becoming overstocked by the large shipments of young cattle from the East and by the Texas cattle driven across the plains. Those who had ranches south of the Yellowstone said that there were cattle enough in their section, but there was plenty of room north of the river. Those from the country north of the Yellowstone said that the ranges there were already occupied, but that there were plenty of vacant ranges south of the river. It is the old story of all cattle countries—the first occupants want to keep all the ass land for the increase of their own herds. Busi-

excellent school facilities are attracting well-to-do cattle men to the town as a good place to build homes for their families, and educate their children. A handsome court house, several churches, and a large brick block for a bank and stores are among the evidences of stability, prosperity and a settled social condition. With its two rivers, the Tongue and the Yellowstone, its groves of ancient cottonwoods, its horizon lines of fantastic buttes, and its street groups of cowboys, Indians, soldiers and staid citizens, the town has many interesting features for tourists. It is a pity that the trains from both directions run through in the dead of night so that transcontinental travelers and people on their way to or from the Yellowstone National Park see nothing of the place. Near by is one of the largest military posts in the West, Fort Keogh, where there are eight companies of troops, and where the dull, lazy routine of garrison life in the far West can be seen to as good an advantage as anywhere. In the days before the civil war it used to be said in the army that a full colonelcy and complete imbecility might be expected by an officer at about the same time. Now that there is

citement runs through the crowd that has gathered from all the neighboring bar-rooms. "All set, Jim," say the stage agent, as he slams the door of the coach. The driver cracks his whip with a report like a pistol shot, the horses spring to their work, and away goes the huge vehicle in a cloud of dust.

The only desirable seat is up with the driver. He is apt to be gruff and silent for the first hour or so, but you can get into his good graces by an offer of your pocket flask and a cigar, and then what tales he will tell of early days on the plains and in the mining camps, of being "held up" by road agents, of narrow escapes from revolver shots, of the terrible work of vigilance committees, and of all the perils of the road, perils only a little less imminent than in the old times, for was not the Benton stage robbed last year, and the stage that ran over the mountains to Deer Lodge before the railroad was finished? From highwaymen the old fellow will most likely come down to horses, whose peculiarities and intelligence he never tires of discussing. You can see that his animals understand everything he says to them, and it is not long before you learn which is his favorite in



DEPARTURE OF THE STAGE.

ness men in the town tell me that there is plenty of room for more cattle in any direction from Miles City. They regard the stock business in Eastern Montana as only in its infancy, and say that no attention should be paid to the notices of cattlemen that the ranges are full and that new-comers will not be given round-up privileges. If a man wants to go into the cattle business, they say, let him start out and hunt a range, and when he finds one not occupied, put in his cattle and attend to his business, and he will have no difficulty in securing his rights in the round-up of his district.

Miles City is growing steadily by the development of stock-raising in the surrounding country. It is fast occupying the position in Eastern Montana which Cheyenne occupies in Wyoming as the center of the cattle trade and of the merchandising and banking which that trade supports. The business of the place has increased, I should say, about fifty per cent during the past two years, and the number of dwelling houses has more than doubled. A fine, large brick school house has recently been finished. The

no Indian fighting to do, soldiering is dull business and promotion dreadfully slow, and the old saying is about as true as it ever was. Looking after the polish of bayonets and buttons does not call out a man's best intellectual faculties.

E. V. S.

A MONTANA STAGE COACH.

It is only in the Far West that staging in the old fashioned way is still in vogue for long journeys, and even in those regions the lines of transcontinental railroads have robbed it of much of its old glory. There are still routes, however, on which the traveler can journey day and night, until he is weary and sore, crossing deserts and mountains and fording rivers, and there are still many towns where the arrival and departure of the coach are the great events of each day. When the treasure box and the mail bags have been thrown into the front boot, and the driver grasps the reins and cuts a fly off the near leader's ear, to show his skill with the whiplash, a thrill of mild ex-

the team, and which one he regards as the black sheep. The favorite never gets a sharp cut from the whip or even a harsh word, but on the unfortunate animal that he dislikes the driver showers both oaths and blows.

The old stage driver is fast becoming a tradition. There are but few of them left. Lucky is the traveler who gets a place on the box for a day's drive with one of the real old timers. His wild stories, his strange oaths, his weather-seasoned face and his marvelous capacity for whisky, will not soon be forgotten.

The La Moure, Dakota, *Progress* gathers this from M. S. French, a farmer in that section: Mr. F. said he had some Holstein cattle that were brought from Illinois, and that in the James Valley they actually gave more milk than when they were in Illinois, and that the milk is rich in butter producing qualities. Mr. French is thoroughly convinced, after three years' practical experience that Dakota is a superior stock country, and that as a dairy country it can not be excelled.

CANOEING ON THE CHEHALIS RIVER.

From the Portland (Or.) Standard.

A prettier sight was never seen than that which was witnessed from the banks of the river near Chehalis, on the morning of the 22d of July, as a party of four canoes took their departure for a trip to Gray's Harbor. The lead was taken by Tom Merry, in a St. Paul canoe, he being styled the commodore of the fleet. He was followed by L. Russell, in an open shadow canoe. Next came E. H. Palmer, in a canvas-covered canoe; and in the rear came Gerald Robertson and Charlie Merry, in an open canoe propelled by single paddles. The starting point was at the head of the river. The first twenty miles the current is scarcely perceptible, and the canoes—although heavily laden with camping utensils, guns and fishing tackle—were paddled along with little exertion. About five hours' paddling brings you to the first rapids, and here the fun begins. The first three were easy, but the fourth looked formidable. There the river narrows to about five feet, and on both sides of the channel are large rocks. The rapid is short, but the descent is sudden and the water boils up in large waves at the bottom. The St. Paul took the lead, and it was the prettiest sight imaginable to see her scud down the rapid, bobbing her head up and down like a thing of life. Mr. Palmer went over in fine style. The next seventy miles of the journey we had a constant succession of rapids of various sizes. We did not take count of these, but it is certain that we passed over from fifty to sixty. Very few of these are considered dangerous, although the water on a good many is swift, and on several of them, where we had to get out on account of shallow water, we found the current so strong as almost to carry us off our feet. At one of the rapids the river takes a sudden turn and one current sweeps right on to the bank where the heavy branches of trees hang over. The suction of the water there is very strong, and it requires considerable strength to avoid being carried under the trees. Besides, the channel is so narrow that it is necessary to keep close to the trees. At this place the canoe, propelled by two men, was swept on the bank. They having single paddles, which cannot be used as quickly and to as much advantage as double paddles, it was almost impossible to avoid being drawn under the trees, and it was with much difficulty they could get out again. Here it was where the superiority of the Racine canoes was proved. The branches were so heavy and thick, and the current so strong, that they could not get the canoe from under the trees. So they filled her with water, so she should sit low down, and pushed her under, just the same as a man would do in diving below one side of a boat, coming up on the other. The boats being fitted with life compartments fore and aft do not sink, although filled with water like any ordinary boat, and there is no danger whatever as long as you stick to the boat. Different opinions seem to prevail regarding the mode of shooting the rapids. Commodore Merry, an old steamboat captain, took his canoe down in the same way as he would have taken a steamer, that is, slowly, backing water the most of the time. This, of course, was the right mode in his case, he weighing over 200 pounds, and all the weight being in the center of his canoe, so that if he should strike heavily on a rock it might do some damage. With the other canoes it was found more advantageous to give them plenty of way and send them down rapidly, the weight being evenly distributed through the canoe so, that in striking a rock she bounded off without hurt.

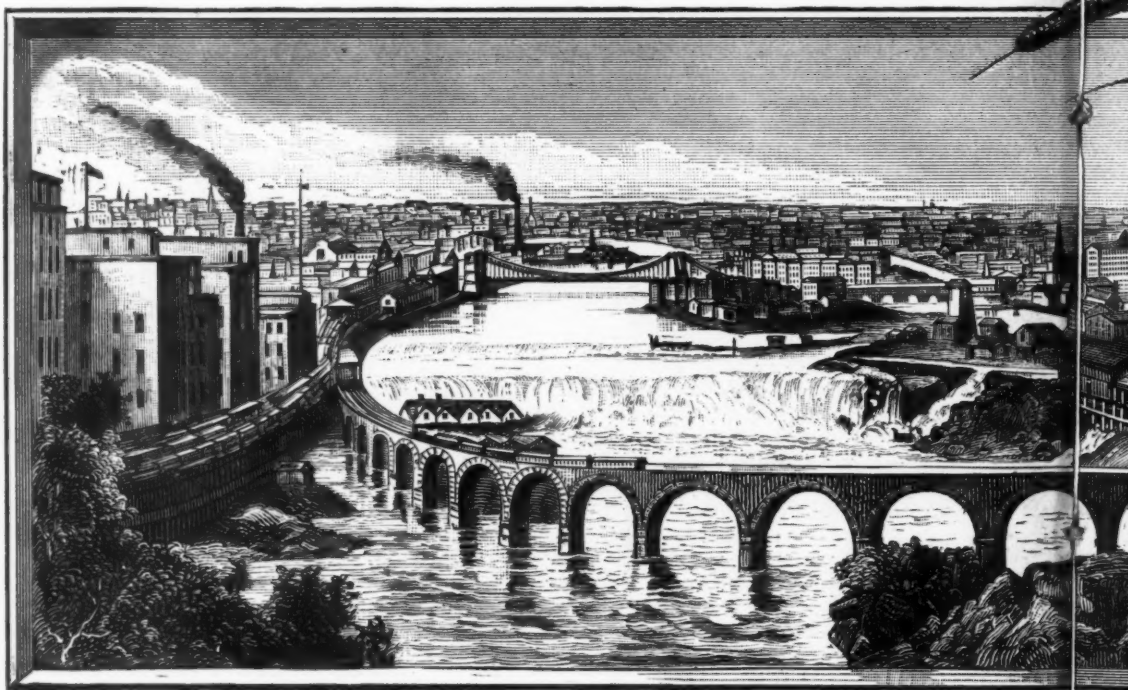
We had five days of paddling, and the distance from Chehalis to Hequiam is put down at 125 miles, so that we paddled on an average twenty-five miles a day. Our longest day's paddling was forty-five miles, and this was done without much exertion.

As a canoeing river the Chehalis has few equals. The scenery all along the banks is magnificent, being varied and interesting, and bursts of enthusiastic praise broke forth from the different members of the party, as the glorious panorama of nature was unfolded to their astonished gaze.

We slept in the open air every night, and slept soundly, too. The first night several of the younger members of the party were inclined to be a little reckless, when a fly would flap his wings in the long grass near by, or when a few drops of dew would fall on the leaves of the trees around us, waking some light slumberers. Seeing some imaginary bear or cougar, would grasp his gun and be prepared to

die valiantly. But we soon got over this, and some nights we slept so soundly that it seemed as though anyone could have backed a pair of mules over us without waking us up. When we were camped on the Wynachie we had numerous visitors from Montesano and other places, and everyone informed us with serious looks on his face that bear were very plentiful about there, and indicated that it was a dangerous thing to sleep at that place. But we had slept out too often to be scared at that idea. Indeed, during all the time we were out, no living animal came near our virtuous couch; and the only reason that can be given for their staying away is that four of the party snored loud enough to frighten away the most ferocious animal in the country.

We had guns and fishing tackle along with us, but we did not have much hunting or fishing; we were informed that it was rather early for hunting, as during the hot weather the most of the game went far back into the woods, where it was cool, and it required dogs to drive them out. So, therefore, our friends who have been waiting for the past ten days in joyous expectancy for big haunches of venison and braces of pheasants and grouse, and boxes of mountain trout, will know the reason we were unable to gratify them in this respect.



NEW MANITOBA RAILROAD BRIDGE

Several good baskets of fish were caught in the Chehalis and Wynachie. For our Sunday dinner Tom Merry cooked a mess of fish that would have made your hair stand on end. Like the Scotch haggis, they were served up "warm, reeking, rich," and highly appreciated by all.

We saw a good many Indians on the way, but they were quite peaceable and not the fierce, treacherous class represented to us before we started out. They were struck with amazement at our beautifully polished canoes, which formed quite a contrast to their rough birch-barks. We hired an intelligent Indian to haul our canoes round a log jam, and to gratify our foreign curiosity we got him to give an Indian whoop, which made the woods ring for miles around.

We returned to Portland by the steamer Gipsy, having spent one of the most enjoyable, healthful trips we ever experienced.

A HEPPNER man visited Portland recently and remained over Sunday. He attended divine service, drifting by accident into one of the most fashionable churches. The usher escorted him to a very finely-cushioned pew. He had been sitting there but a little while when a high-toned gent entered, who, after adjusting his gold spectacles, cast a withering glance at the plain Heppner man. The latter returned his stare. The high-toned man finally pulled a card from his pocket, and after writing a line upon it, handed it to the Heppner man. The latter glanced at it and read: "This is my pew." Coolly taking out his pencil, the Heppner man wrote the following: "Is that so? It's a d—d fine one. What do you have to pay for it?" He then handed the card back to the high-toned pew-holder.—*Heppner (Or.) Gazette.*

THE NEW MINNEAPOLIS BRIDGE.

We give on this page two views of the magnificent stone viaduct across the Mississippi River at Minneapolis, built by the St. Paul, Minneapolis & Manitoba Railroad Company, and opened for traffic early in September. The large picture presents a bird's-eye view of the structure and of the city and the Falls of St. Anthony, and the smaller one shows one of the arches, and gives an idea of the great solidity of the structure.

The bridge crosses the Mississippi diagonally, with its upper end terminating in the very heart of the milling district of Minneapolis, and from its elevation commanding a view of the Falls of St. Anthony and the rapids below them. The viaduct is 2,300 feet in length, consists of sixteen spans of eighty feet each, four spans of 100 feet each, and three spans of forty feet each, and its bed is sixty-five feet above water level. Its surface has a width of twenty-eight feet, intended to accommodate two parallel railway tracks. The piers are of granite, and their foundations are the native rock twenty feet below the surface. The remainder of the work is of magnesian limestone from quarries at Kasota, and the blue limestone taken from the local quarries. The bridge is the largest of the kind in the United

States, and was built after plans by Colonel Smith, the chief engineer of the Manitoba Road, at a cost of not far from \$1,300,000.

The bridge can be crossed safely by trains running at the highest rate of speed. Its completion shortens the time between the cities of St. Paul and Minneapolis about ten minutes.

A short distance from the western end of the suspension bridge, and in the very heart of the business portion of Minneapolis, is the new Union Depot, which, like the railroad bridge, owes its construction to the enterprise and liberality of President James J. Hill, of the Manitoba Road. The depot is a handsome red brick structure, in the Gothic style of architecture, 294 feet long and sixty-five feet wide, and three stories high.

Parallel to and adjoining the depot is the arched Howe truss-roof train shed, 300 feet long by 120 wide. Adjoining the northern end of the train shed is the viaduct leading to the suspension bridge, underneath which is the train way, the viaduct practically forming part of the train shed, making it 400 feet long by 120 wide, accommodating six trains of about eight coaches each. The baggage-room, etc., extend the whole length of the river side of the train shed. Its general character is something like the Grand Central Depot, New York. Minneapolis may well be proud of it, as it is one of the handsomest and most convenient depots in the country. It will be used by all roads entering the city,

RANCHING IN THE COTEAUS.

Mr. Bacey, late of Fargo, has a cattle ranch in the hills, within three hours' ride of Ellendale. He has located on the bank of a beautiful lake, with twenty large cottonwood trees near him. Has built a two-and-a-half-story house, and has 120 head of cows and young stock. Pays a man twenty dollars a month by the year and board, and keeps him as a herder, furnishing a horse. He says he can put up 10,000 tons of hay right around home, if he wants to, as he has not a neighbor within seven miles. Another ranch is located twelve miles from him, of 2,400 cattle. The man has been seven years in Dakota, feeds nothing but hay, and his cattle keep gaining all the time. He never commences feeding before the middle of December. Three months of the year is what they calculate to feed, as the cattle will go to eating the wild hay on the prairie in preference to what has been put up, even before the grass comes in the spring.

"Why don't that man (I forgot his name) sell a beef now and then," I said,

fifty pounds—perhaps sixty—perhaps more—but it seems to give him no uneasiness. He is dressed in heavy boots, strong canvas clothes, and close-fitting cap or hat. Thus equipped he disappears among the thickly-standing trunks of fir, cedar and hemlock, to be gone so long as his grub will last. He forces his way through thickets and jungles that even a bear can hardly penetrate—climbs and descends rocky hills and canyons—crosses old burns, where the blackened trunks are piled crossways and every way, three or four deep—wades rivers and swamps—when it don't rain he gets wet, and when it does rain 'tis so much the worse—but ahead he must go, soaked and forlorn, for he cannot pack food to last him while waiting for the rain to cease.

This life makes its impress upon his mind and character—he becomes grand, gloomy and peculiar. He is quiet, grave, steadfast, in keeping with the silence and solemnity and gloomy shades of these Northern forests; where one

prise when they get here to try it and find that there are just as smart men and just as good farmers in Dakota as there are in the States. This is the class that afterwards go back East and try to run down the country, but all they can do does not affect in any way the harvests of the "No. 1 Hard," and while they are blowing so much about the country they are only advertising it unknowingly. Then, again, there is a class of people who are of a roving disposition, who are not contented anywhere, and this class, too, will say all they can against the country. Those who belong to either of these classes are a great deal better off where they are; but to the farmers—those who are willing to settle down and grow up with the country, put out shrubbery and engage in general diversified farming, we say, again, a golden harvest awaits you.

A LETTER TO FARMERS.

M. Quad in Detroit Free Press.

An Ohio farmer wrote the other day, asking: "Why don't you write something for country boys." What has been written has applied to all boys in a general way, but in this article I will hit the country boys in particular.

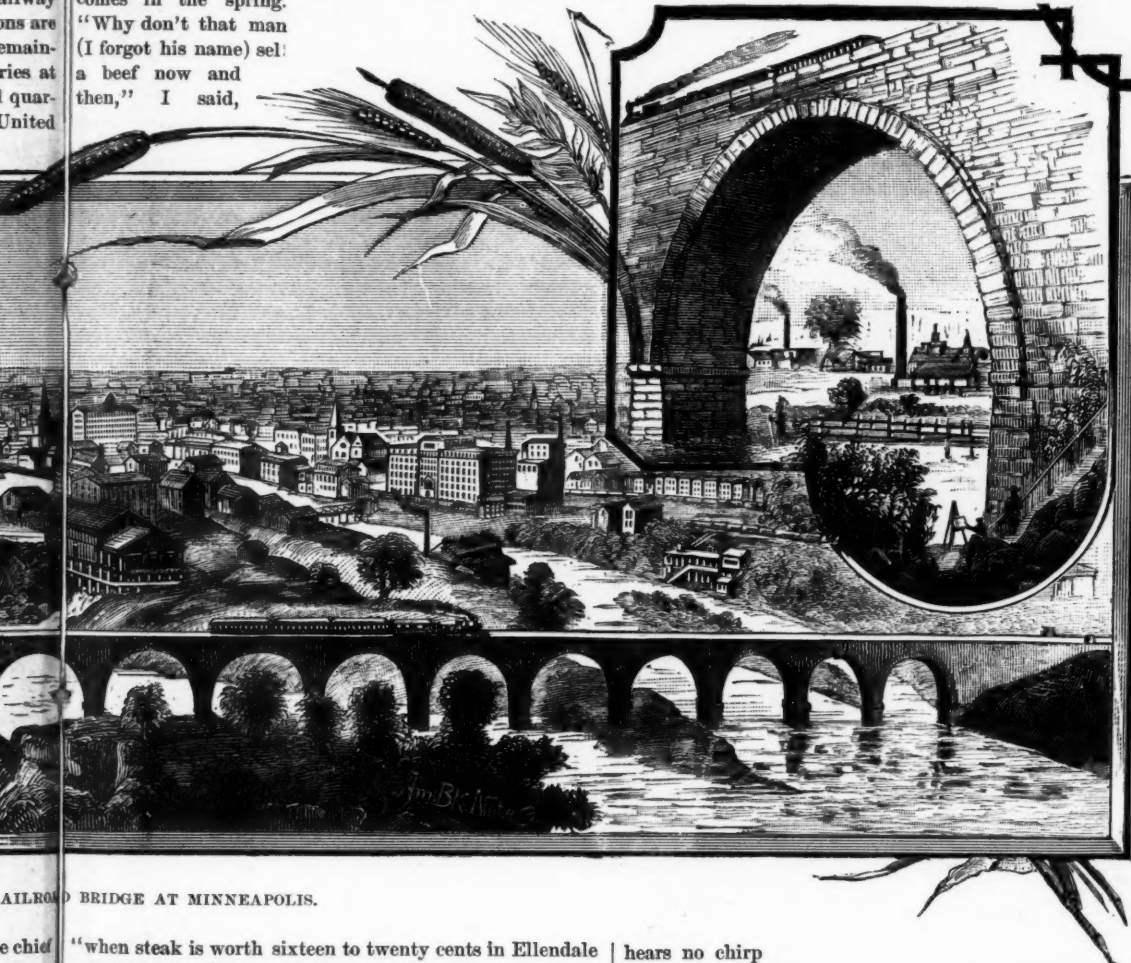
To be a farmer's son is, too often, to be a drudge. The farmer himself is one, and he cannot spare his son. In some cases this must necessarily be so, but there are many exceptions. To be a farmer means to be out of bed at daylight and hard work until sundown. It means, in the majority of cases, plain clothes, plain fare, and few privileges. The farmer himself may not care for the concert and circus and excursion, and in his selfishness he refuses his boys such privileges. After his back-breaking work of the day he may not care to sit down with a newspaper or book, but there is no reason why he shouldn't have those things in the house for his boys and girls. I know plenty of farmers with cash in bank who are too stingy to take anything beyond a local weekly newspaper. They make any old buggy do. They have no pride about their horses and harnesses. They buy slop clothes for the boys, pinch 'em down to the last cent, and then wonder that they don't want to attend some fashionable town church on Sunday.

The old-fashioned farmer came about as near being a two-legged hog as is possible to get. Because he liked fat pork the year 'round his family must eat it. Because he could get along with a seven-dollar suit of clothes every one else must come to it. Because the almanac furnished him plenty of reading his family has no business to want newspapers and magazines. He wanted his sons to feel as big as "them 'ere Barker boys," and yet he refused them everything which has made the Barker boys their superiors.

If you will consult the criminal records of cities and villages you will find that farmers' sons are pretty disorderly characters. They bring to town with them a spirit of recklessness that calls for a row. Why? I can tell you, because I have asked at least fifty of them. Bring a boy up without any privileges and you make him hate half the world. When he becomes a young man and feels his lack of education and polish he will hate the other half. He comes to town feeling that he has had no show and is a nobody, and this breeds a spirit of defiance. He has just as much right in the world as the lawyer's son. He has just as much brains, and in his young days was the best looking.—The lawyer's son has been schooled and his mind expanded, while the farmer's son has been boiling and drudging. Cultivation, education and associations have made the lawyer's son a fine-looking young man. Snow, wind, rain, hard work and bitterness of spirit have so changed the looks of the farmer's son that he is ashamed of himself.

I am not going to advise farmers in the case, but I'll tell you what I'd do if I was a farmer and had a boy about fifteen years of age whom I wanted to follow the same pursuit. I'd have kept him in school up to this time, and he'd be fairly posted in geography, grammar, mathematics, orthography and chirography. I should have sent him to school in town in order that he might have the rough corners sandpapered down by contact with society. If he had any musical talent I'd encourage it. I'd allow him so much money per week, and advise with him until he could spend it intelligently. I'd get him good clothes and encourage him to be neat and tasteful in dress.

I could not have done this had I been pin-poor, but eight out of ten of our farmers could do even better. When my boy came home he would find at least one good daily paper in the house, backed up by a literary weekly, an agricultural journal, a magazine and a scientific publication. The farm should be mapped, every field numbered, and we'd open a book account to show how many dollars and day's work were expended for certain returns. My boy should be my business partner. We'd read together, discuss and plan together, and while I endeavored to make him feel his responsibility, I should do nothing to make him lose his independence.



RAILROAD BRIDGE AT MINNEAPOLIS.

"when steak is worth sixteen to twenty cents in Ellendale and Fargo?" "He turns off \$6,000 to \$7,000 worth every year," said my informant. This beats Colorado ranching, and pays better. Fifty per cent is average gain.—*Cor. Fargo Republican.*

THE WOODS-CRUISER.

The typical figure of the forest regions of Western Washington is that of the woods-cruiser—the man who plunges alone into the forest solitudes in quest of land, of timber or of useful minerals. He is employed, it may be by some great lumber company, to obtain information which will enable it to claw in its clutch the valuable part of the timber lands given so kindly to its people by a liberal and paternal government, or some wealthy coal monopoly sends him to seek where the choicest coal land lies. However that may be, let us glance curiously at him before he turns himself loose in the brush. He is tall and strong and bearded like a bard—he may be full of strange oaths—indeed must be, for not many are heard to escape from him. A leathern belt is about his waist from which depend a compass, a knife and a large revolver—for sometimes he runs afoul of a cougar or a bear. He has on his back a compact roll, containing a pair of light blankets, a piece of canvas, some flour, baking powder, bacon, beans, dried apples, salt, sugar, a small frying pan and a tin cup; it all weighs perhaps

hears no chirp of bird or chatter of beast, and sees no forms of animal life upon earth or in tree—when he stops to listen, the sound of his footfall dies away and he is awed to his inmost depths by the stillness, deep, profound, awful, which broods over the fir forest—and it is with relief that he hears the mournful sigh with which the swaying branches away, away above his head greet the momentary breeze.

THE PLACE FOR A POOR MAN.

From the Dakota Farmer.

Dakota is no doubt the best place for a poor man to get a start of any farming country on the globe, if he is willing to put all his ambition and energy into operation and put up with a few hardships for a year or two. Men have come here with barely enough money to put up their buildings—and some without enough even for that—who are now worth thousands of dollars. We do not mean to infer from this that everyone can get rich here in a year or two—and a great many who came here with that idea in their heads have found it out—but we do mean to say that for the right kind of a man there awaits him here a bountiful harvest, financially. Some folks in the East get the notion that they can come here and "show these fellows how to run a farm," whether they ever saw one or not, and imagine their sur-

MONTHLY REVIEW OF THE WHEAT MARKET.

[PREPARED FOR THE NORTHWEST.]

MINNEAPOLIS, Sept. 24, 1884.

The wheat market has been dull and disappointing in its character the past month. Receipts have not been up to expectations, and the mills have not been able to obtain enough to keep them going, but have been compelled to draw on the stocks in store to the extent of over 100 000 bushels. The low price of wheat is the cause of this state of affairs. Farmers in the Northwest are determined that they will not sell their products at the low prices now prevailing, and are quietly filling up their granaries and the local elevators against the time when living prices will be paid. The Millers' Association raised the prices 2 cents per bushel ten days ago, but this had very little effect on deliveries, and nothing short of an advance of 5 cents more will induce the farmers to sell their grain. No. 1 hard wheat is now selling in Minneapolis at 79c, which means 58 to 60c along the Northern Pacific. The farmers of that section are now in better condition than ever before, and better able to hold their crops, and they cannot be forced to sell until prices are sufficiently high to pay them for the raising at least. The receipts at Minneapolis for the week ending Tuesday the 23d were 699,500 bushels against about 400,000 the week before. This, however, did not prevent a reaction in the amount in store, as shown by the figures below, giving the amount of wheat in the elevators:

	Sept. 15	Sept. 22
No. 1 hard	131,001	54,871
No. 2 hard	49,512	73,097
No. 1 regular	247,886	208,635
No. 2 regular	56,706	87,168
No. 3 regular	19,926	10,759
Rejected	54,257	54,622
Special	21,590	40,288
Total in Minneapolis	582,878	529,440
St. Paul	32,400	62,800
Duluth	897,478	1,087,300
Total	1,512,756	1,679,540
Decrease for the week		166,784

From the above it will be seen that stocks at Minneapolis decreased 51,438 bushels in one week. The greatest reduction, however, in proportion, was at St. Paul, but the wheat drawn from the elevators there was for Minneapolis mills. Receipts at Duluth continue fair, but not as heavy as anticipated. Shipments have been very light from that port during the past week, and much of the wheat going into store there is for account of farmers who will hold it until later in the season. It is said that money is being sent into the wheat regions along the Northern Pacific and Manitoba roads to be loaned to farmers on elevator wheat receipts. It is believed, however, that prices have at last touched bottom. One very good reason for this belief is the fact that wheat cannot be produced for less money. When wheat-raising ceases to be profitable farmers will stop raising it and devote their attention to other industries. It is said that a large amount of wheat land in the northern country will be turned into other crops next year, and there is little doubt that the production of wheat will be greatly lessened. This is the best remedy the farmer has at his command. Let him go to raising corn and cattle, and wait until there is a demand for wheat. It is a remarkable fact that while the prices of cereals and manufactured goods of all kinds have decreased steadily during the past three years, the prices of meat, instead of suffering in the general decline, have actually advanced. Bradstreet says the decline of products, exclusive of meat, is estimated to be 31 per cent, while the prices of fresh meats have advanced 10 per cent in the same time. This is worth the careful consideration of the wheat-raisers in the Northern Pacific country.

The rain and continued cloudy and damp weather of two weeks ago created a good deal of anxiety as to the damage likely to result to crops. Threshing was very much delayed, and a great deal of wheat in stack and shock was soaked with water. The fine weather of the past ten days, however, has enabled farmers to dry out their grain, and the damage is not large. There was some wheat threshed during the

rainy weather before it was dry, and, consequently, the grade was lowered on all such grain. Out of an average of 250 cars received daily at Minneapolis from 10 to 12 were found to be damp, and were condemned on that account. The Millers' Association, commission men, elevator companies, and others, sent out timely warning, urging farmers to dry their wheat in the bundle before threshing, and the result is seen in the small amount of damaged grain. Threshing is now progressing rapidly and uninterruptedly all over the Northwest, and the yield is fully up to first estimates. It is no unusual thing to find a field of wheat threshing out 28 and even 30 bushels, and the total average will not fall below 16 or 17 bushels. The quality of the grain is excellent. In fact there has never been a crop of such general excellence raised in the Northwest. The proportion of No. 1 hard and No. 1 is larger than ever before. The damage from smut and other causes is very light.

The first frost of the season came last week, but corn and everything else was out of the way, and no damage resulted. The crop of corn is the largest ever known, and the quality is of the very best. Flax and barley have both turned out well, and there is a greater abundance of vegetables than for several years.

F. TARBELL & CO., Land Office,

REAL ESTATE, FIRE AND MARINE INS. BROKERS,
Notaries Public, Commissioners of Deeds, Maps and
Tracings made at Short Notice.
Pacific Ave., opp. National Bank, TACOMA, W. T.

PUGET SOUND FIRE INSURANCE COMPANY Tacoma, Wash. Ter.

CAPITAL, \$100,000.00.

INSURES FARM PROPERTY, DWELLINGS, SCHOOL
HOUSES AND CHURCHES.

OFFICERS:

L. F. THOMPSON, President; W. J. FIFE, Vice President;
T. A. WILSON, Treasurer; B. MACREADY, Acting Sec.;
GEORGE R. DELPRAT, General Agent.
Directors—THOMAS A. WILSON, W. J. FIFE, WARREN
B. HOOKER, L. F. THOMPSON, B. MACREADY.

TRAVER & COLBURN, TACOMA REAL ESTATE, INSURANCE and GENERAL BUSINESS AGENCY.

OFFICE: PACIFIC AVENUE,



Mt. Tacoma, 14,444 Feet high.

Special Attention Paid to Investing for
Non-Residents.

NEW TACOMA, W. T.

Correspondence Solicited and Promptly
Answered.

T. B. WALLACE, Jr., Real Estate Broker

TACOMA, WASHINGTON TER.,

HAS FOR SALE

IMPROVED AND UNIMPROVED CITY PROPERTY

— AND —

Farming and Timber Lands

On Puget Sound.

1,500 Lots. Choice for Residence. SMITH & FIFE'S ADDITION TO TACOMA.

No Building Contract. A Chance to invest at the Western Terminus of the Northern Pacific Railroad.
FIFTEEN MINUTES' WALK FROM THE COURT HOUSE,
Which is Centrally Located. Grand View of Mount Tacoma, Puyallup Valley, and overlooking the City
One of the largest and

BEST LAID OUT ADDITIONS TO THE CITY OF TACOMA.

Size of Corner Lot, 40x130, and inside 25x130 feet. Prices range from \$100 to \$300. Terms—One-third
down and the balance in one and two years, at eight per cent per annum.

P. O. BOX, 77.
TACOMA, W. T.

H. C. Bostwick, Pres. Geo. F. Orchard, Vice Pres.
Gen. J. W. Sprague, Treas.

Washington Fire Insurance COMPANY.

Stock Company; Capital, \$100,000

The OLDEST HOME CO. in the TERRITORY

HEAD OFFICE:

COR. PACIFIC AVE. and TENTH STREET,
New Tacoma, Washington Ter.

TACOMA FURNITURE MANUFACTURING CO.,

MANUFACTURERS OF AND WHOLESALE AND
RETAIL DEALERS IN

FURNITURE, UPHOLSTERY AND BEDDING, SCROLL WORK, TURNING, MOLDINGS — AND BRACKETS —

SASH, DOORS & BLINDS MADE TO ORDER.

Estimates Furnished on Plans and Specifications.

Office, Store & Upholstering Department
on the East Side of Pacific Ave.,
bet. Eleventh & Twelfth Sts.
Factory near R. R.

JAMES V. CHAMBERLAIN, Manager.

HENRY K. MOORE, Attorney at Law.
S. C. SLAUGHTER, Real Estate Broker, formerly of
Abernethy & Co.

MOORE & SLAUGHTER, — LAW — REAL ESTATE AND COLLECTION OFFICE, NEW TACOMA, W. T.

Mr. Moore will practice in all the Courts and Land Offices of the
Territory. Collections made and Legal business
carefully and promptly attended to.

REAL ESTATE BOUGHT & SOLD; LOANS NEGOTIATED

Particular Attention given to Investments for
Non-Residents.

CORRESPONDENCE SOLICITED.

FIFE'S REAL ESTATE OFFICE.

Merchants National Bank, OF TACOMA.

OLDEST BANK IN THE CITY.

CAPITAL, \$50,000. AUTHORIZED, \$200,000.

President, - - - W. J. THOMPSON.
Vice President, - - - G. F. ORCHARD.
Cashier, - - - HENRY DRUM.

DIRECTORS.

E. S. SMITH. SAM'L WILKESON, Jr.
L. F. THOMPSON. G. F. ORCHARD.
W. J. THOMPSON.

Transact a conservative strictly Banking business, yet aim to be progressive and alive to the interests of our customers. We will cheerfully answer correspondence from the East from persons seeking Investments or locations for Manufacturing, Commercial or Farming pursuits.

Call and see us, when in the City.

TACOMA NATIONAL BANK.

CAPITAL, \$50,000. - - SURPLUS, \$15,000.

President, General J. W. Sprague; Vice President, W. B. Blackwell; Cashier, W. Fraser.
Directors—J. W. Sprague, Robert Wingate, W. B. Blackwell, George E. Atkinson, F. W. Anderson.
Transacts a GENERAL BANKING BUSINESS. Deposits Received; Exchange Bought and Sold; Interest allowed on Time Deposits. Special attention paid to COLLECTIONS.

T. A. WILSON, President. C. B. WILFLEY, Cashier.

TACOMA SAVINGS BANK

Tacoma, Wash. Ter.,

2d Door from corner 10th St. and Pacific Ave.,

Transacts a General Banking Business.

Draws Exchange on

Seattle, Portland, San Francisco, New York and all the principal cities of Europe. Receives Deposits subject to check.

Pays Interest on Time Deposits.

RATE:

4 Per Cent Per Annum.....For Three Months.
5 Per Cent Per Annum.....For Six Months.
6 Per Cent Per Annum.....For Nine or Twelve Months.

[No. 1649.]

FIRST NATIONAL BANK, HELENA, MONTANA.

UNITED STATES DEPOSITORY,

Paid up Capital, - - - \$500,000
Surplus and Profits, - - - 275,000

General Banking Business and Collections in the Northwest receive prompt attention.

S. T. HAUSER, President. A. J. DAVIS, Vice President.
E. W. KNIGHT, Cashier. T. H. KLEINSCHMIDT, Asst. Cashier.

A. S. Abernethy, Jr., Real Estate & Insurance Agent

TACOMA, W. T.

CITY & COUNTRY PROPERTY FOR SALE.

LOANS NEGOTIATED.

Particular Attention to Making Investments for Non-Residents.

CORRESPONDENCE SOLICITED.

SPECIALTY--Selecting Government & R. R. Lands.

H. C. Bostwick, Geo. F. Orchard, Gen. J. W. Sprague,
President. Vice President. Treasurer.

WASHINGTON FIRE INSURANCE CO. STOCK COMPANY.

Capital, \$100,000.

The Oldest Home Company in the Territory.

Head Office:

CORNER PACIFIC AVE. AND TENTH ST.,

New Tacoma, Wash. Ter.

They say that when W. H. Vanderbilt parted with Maud S. he fell on her neck and wept. This is one of the most touching instances of watering stock in the whole Vanderbilt history.

Prices of Leading Northwestern Stocks.

COMPILED FROM DAILY REPORTS.

The following table shows the closing prices of leading Northwestern Stocks on the New York Stock Exchange, from August 28 to September 25:

1884.	No. Pac. Com.	No. Pac. Pfd.	Oregon Trans'l.	O. R. & Nav.	Oregon Imp. Co.	Chicago & N. W.	Chicago & N. W. Pfd.	C. M. & St. Paul.	C. M. & St. P. Pfd.	St. P. M. & Manitoba.	St. Paul & Omaha.	St. Paul & O. Pfd.	Minn. & St. Louis.	Minn. & St. L. Pfd.	C. B. & Q.	Rock Isl'd.	Canadian Pacific.
Aug. 28.....	21	49½	15¾	82	22	99 7/8	133	82½	110	94	32½	95	14½	30¼	120	115	44
Aug. 29.....	21	49½	15¾	82	23	99½	131	82½	109½	93½	32½	93½	...	30	120	114½	44
Aug. 30.....	20	50	16¼	82	22	101	132	83½	110¼	95	33¼	96	14½	30½	120¼	114½	44½
Sept. 1.....	21½	48½	15¾	81	20	98½	130	81½	110	94	32	93½	14	30	119½	114	44½
Sept. 2.....	21½	48½	15¾	81	20	98½	131½	82	109½	94½	32½	93½	14	30	119½	114½	44½
Sept. 3.....	21½	48½	15¾	81	20	97¾	131½	82½	109¼	94	32½	93½	14	30	119½	114	44
Sept. 4.....	21½	48½	15¾	81	20	98½	132	84½	110½	94½	33½	94½	14	30	120	115	44½
Sept. 5.....	21½	49½	15¾	83	21	100½	134	86	110½	97	34½	95½	15	32½	124½	116½	44½
Sept. 6.....	21½	48½	15¾	83	20	99½	132	84½	110½	97	33½	94½	14½	32	122½	116	44
Sept. 8.....	21½	49	15¾	81	20	98¼	131	83½	110	93½	32	94½	14	31½	123	115½	44
Sept. 9.....	21½	48½	15¾	78	20	98½	131½	84½	110	96	32½	94½	14	31½	123	115	44½
Sept. 10.....	21	48½	15¾	75	20	99½	132	85	110	96	33½	95	14	32	123½	115	44½
Sept. 11.....	21½	49½	15¾	73	20	99½	133	85½	110	96	27¾	99¼	14½	32	123½	115	44½
Sept. 12.....	21½	49	15¾	73	20	97¾	132½	84	109	95	33	94½	14½	31½	123½	114½	44
Sept. 13.....	21	48½	13¾	71	20	97¾	131	83½	107½	95	32½	93½	14	31	122½	115	44
Sept. 15.....	20	48	12¾	70	16	95	129½	81½	106¼	88½	31½	92	14	28	120	114	43
Sept. 16.....	20½	47¼	12¾	66½	16	93¼	127½	81¼	107	90	30	91	13¼	27½	121	112	43½
Sept. 17.....	21	48	13¾	66¼	16½	93¼	129	81½	107½	92	31½	92	13	28½	121¼	113	44½
Sept. 18.....	20½	48	12¾	67¼	16½	92	128	81¼	107	91	30½	91½	13	28	121¼	113	43½
Sept. 19.....	20½	48	13¾	68	16	91½	125½	80¾	107½	90¼	29½	92½	13½	29½	120¾	112¼	43
Sept. 20.....	20½	47½	13	67	15	91½	125¼	80¾	107½	91	30½	92	13¼	28	121¼	112¼	43½
Sept. 22.....	19½	45½	12¾	66	15	89½	124½	79½	107	86	29½	91½	12½	28	121	112¼	43½
Sept. 23.....	17½	43	11¼	63½	14½	87¼	123½	77½	106½	85½	29½	91	12	28	120	112¼	42½
Sept. 24.....	17½	45½	11¼	64½	14½	87½	124	77½	107	85½	29½	90¼	12¼	28	119½	114	43
Sept. 25.....	18½	43½	11¾	67	14½	89½	125	79½	107	86½	30½	91½	12½	28	121	114	43½

NORTHERN PACIFIC RAILROAD COMPANY.

Monthly Earnings Statement.

TREASURER'S OFFICE, 17 BROAD STREET, }
New York, September 4, 1884. }

	1883.	1884.	Increase.
Miles: Main Line and Branches.....	1,927	2,453	526
Month of August.....	\$1,043,624.40	\$1,016,896.00	\$26,728.40
July 1st to August 31.....	\$1,893,847.47	\$2,043,345.00	\$149,497.53

EARNINGS FOR THE FIRST THREE WEEKS IN SEPTEMBER.

NEW YORK, September 10, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches.....	2,365	2,453	88
Sept. 1 to Sept. 7.....	\$214,000.00	\$272,880.00	\$58,880.00
July 1 to Sept. 7.....	\$2,107,847.47	\$2,316,225.00	\$208,377.53

NEW YORK, September 17, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches.....	2,365	2,453	88
Sept. 8 to Sept. 14.....	\$225,250.00	\$279,961.00	\$54,711.00
July 1 to Sept. 14.....	\$2,333,097.47	\$2,596,186.00	\$263,088.53

NEW YORK, September 24, 1884.

	1883.	1884.	Increase.
Miles: Main Line and Branches.....	2,365	2,453	88
Sept. 15 to Sept. 21.....	\$297,250.00	\$270,883.00	\$26,367.00
July 1 to Sept. 21.....	\$2,630,347.47	\$2,867,069.00	\$236,721.53

R. L. BELKNAP, Treasurer.

GOLD, BARBOUR & SWORDS,

BANKERS AND BROKERS,

10 Pine Street, - New York.

MEMBERS NEW YORK STOCK EXCHANGE, and

NEW YORK MINING STOCK EXCHANGE.

All classes of Negotiable Securities bought and sold, and advances made on same.

Northern Pacific First Mortgage, Missouri and Bend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

DREXEL, MORGAN & CO.,

WALL STREET,

CORNER OF BROAD, - NEW YORK.

DREXEL & CO., DREXEL, HARRIS & CO.,
No. 34 South Third Street, 31 Boulevard Haussmann,
Philadelphia. Paris.

DOMESTIC AND FOREIGN BANKERS.

Deposits received subject to Draft. Securities bought and sold on Commission. Interest allowed on Deposits. Foreign Exchange. Commercial Credits. Cable Transfers. Circular Letters for Travelers, available in all parts of the world.

ATTORNEYS AND AGENTS OF

Messrs. J. S. MORGAN & CO.,

No. 22 Old Broad Street, London.

FOOTE & FRENCH,

BANKERS

—AND—

DEALERS IN GOVERNMENT BONDS,
OFFER FOR SALE

Northern Pacific R. R. Co.
Gen. Mortgage and Land Grant Gold 6 per cent bonds, due 1921
Northern Pacific R. R. Co.
Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.

ALSO DEALERS IN OTHER CONSERVATIVE INVESTMENT SECURITIES.

7 Congress St. and 2 Congress Square,
H.—4 C U. BOSTON, MASS.

"THE TACOMA"

A NEW AND DELIGHTFUL

SUMMER RESORT,

OPEN ALL THE YEAR, at the Terminus of the Northern Pacific Railroad, on

PUGET SOUND.

Substantially built of Brick and Stone, Furnished Luxuriously, equipped with a Hydraulic Elevator, Electric Bells, Gas and Baths. Situated on a Plateau, ONE HUNDRED FEET ABOVE THE SOUND, Commanding an Unsurpassed View of

Mount Tacoma, The Cascade Mountains, and the Sound.

It offers the Most Desirable Stopping Place on the Coast for

THE TOURIST,

THE BUSINESS MAN,

OR THE INVALID.

Its Cuisine is of Peculiar Excellence. Its proximity to

THE BEST FISHING AND HUNTING GROUNDS IN THE TERRITORY,

And the rare Beauty of the Rides and Drives in the Vicinity, are among the Attractions it offers. Competent Guides and a Complete Outfit for making the Ascent to the Glaciers of Mount Tacoma, are obtainable

AT "THE TACOMA" ONLY.

The Ascent to a height of 11,000 feet can be made almost entirely on horseback.

A large and convenient Boathouse has been built and will be managed in connection with the Hotel, securing to Guests every Convenience for

YACHTING, HUNTING AND FISHING.

Private Boats will be cared for and Sailors furnished on application.

A Parlor Orchestra of rare merit has been engaged for the Summer months, and Morning Concerts and Nightly Hops will be given during the entire Season.

SPECIAL RATES FOR FAMILIES.

For Circulars and Terms, address

W. D. TYLER, Manager,

TACOMA, W. T.

For Fuller Description, see page 3 of this Periodical.

JOHN S. BAKER & CO.,
DEALERS IN
GROCERIES, PROVISIONS, FEED, ETC.
COMMISSION AND SHIPPING MERCHANTS.
Pacific Avenue, - - - NEW TACOMA, W. T.
COUNTRY ORDERS AND CORRESPONDENCE SOLICITED.

Tacoma Livery and Hiring Stables,
FREEMAN & IMBRIE, Proprs.
COR. 4th & A STS.,
TACOMA, WASHINGTON TERRITORY.

PUGET SOUND LAND AGENCY,
Post Office Building, 1st Floor,
B. MACREADY, Manager,
New Tacoma, Washington Territory.
CITY and FARM LOTS BOUGHT and SOLD.

J. H. HALL,
REAL ESTATE AND INSURANCE BROKER,
Cor. Pacific Ave. and 11th St. - - TACOMA, W. T.

Desirable Residence and Business Property at Reasonable Prices; Choice Agricultural Lands, Improved or Unimproved; also Timber and Coal Lands, well located.

Persons Desiring to Purchase should first Examine my List, or Correspond with me at their Earliest Convenience.

C. LANGERT,
IMPORTER AND WHOLESALE DEALER IN
FOREIGN AND DOMESTIC WINES, LIQUORS AND CIGARS.
SOLE AGENT FOR
"OLD JUDGE" AND OTHER LEADING BRANDS OF KENTUCKY WHISKIES,
ALSO FOR SCHLITZ'S MILWAUKEE BOTTLED BEER.

NEW YORK AND KEY WEST CIGARS A SPECIALTY.
Pacific Avenue, next door to Alpha Opera House, - - - NEW TACOMA, W. T.

San Francisco Chop House,
PACIFIC AVENUE,
Tacoma, Washington Territory.

FISH, CRABS, OYSTERS, CLAMS, CANVAS BACK
DUCK and GROUSE.

All Game in Season. Venison, English Chops.

— THE BEST OF COOKS —

Pacific Ave. Livery Stables,
GRANGER, WILLIAMS & CO.,
PROPRIETORS,
COR. FOURTEENTH & PACIFIC AVENUE,
TACOMA, W. T.

Tacoma Mill Company.
HANSON & CO.,
PIER 11, STEWART STREET, SAN FRANCISCO.
Mills and Stores at Tacoma, W. T.
MANUFACTURERS OF
LUMBER
OF ALL DESCRIPTIONS.
Dealers in Spars and Piles.
Wholesale and Retail Dealers in General Merchandise.
Owners of the Powerful Tug "Tacoma."

S. S. BROOKS. W. G. BLEWETT
BROOKS & BLEWETT,
Wholesale and Retail Dealers in
Crockery, Glass and China Ware,
CUTLERY, PLATED WARE, LAMPS,
OILS AND LAMP STOCK,
Wood and Willow Ware.

Our Stock is Complete, and our Prices correspondingly as Low as in the East. It will not pay Eastern people to bring such articles.

TACOMA, WASHINGTON TER.

E. J. STIER,
LEADING WATCHMAKER & JEWELER
Ominett Block,
PACIFIC AVENUE.
TACOMA, WASHINGTON TERRITORY.

M. F. HATCH & CO.,
DEALERS IN
LUMBER,
Shingles, Lath and Moldings.
MILLS ON WHARVES, NEAR TERMINUS N. P. R. R.
LUMBER SHIPPED BY RAIL OR STEAMER TO ALL
POINTS AT SHORT NOTICE.
M. F. HATCH, E. S. SMITH, Proprietors,
NEW TACOMA, WASHINGTON TER.

C. H. WOOD,
WHOLESALE AND RETAIL DEALER IN
General Hardware and Cutlery
FARMING IMPLEMENTS.
Builders' Supplies a Specialty.
Nails, \$3.75; Door Locks, 35c.
AGENT FOR THE HOWE SCALE CO.
Railroad Picks, Shovels and Wheelbarrows.
WRITE FOR PRICES.
PACIFIC AVENUE, TACOMA, WASHINGTON TER.

CHAS. SIMPKINS & CO.,
PIONEER :- PAINTERS :- SUPPLY :- STORE,
Dealers in Paints, Oils, Glass, Brushes, Wall Paper,
RAILROAD ST., Near THIRTEENTH, NEW TACOMA, W. T.
House and Sign Painting, Glazing, Paper Hanging,
Kalsomining and Tinting done to order.

R. H. Wilkinson & Co.,
WHOLESALE AND RETAIL
BOOKSELLERS, STATIONERS
— AND —

MUSIC DEALERS,
Pacific Avenue, below Eleventh,
TACOMA, W. T.

The New Tacoma Coal Co.
E. S. SMITH, Pres. W. H. FIFE, Vice Pres.
MARION G. DENTON, Sec. and Treas.

— DEALERS IN —

Steam Coal, Blacksmiths' Coal and Coke.

Coal brought Direct from Company's Col-
lieries by Rail, Direct to Wharves of
N. P. R. R. for Shipment.

New Tacoma, Washington Territory.

ALBERT WHYTE,
Farming Lands, Timber Lands, City Property
TACOMA, WASHINGTON TERRITORY.

The Tacoma Trading Co.
INCORPORATED AUG. 21, 1883.

BYRON BARLOW, Pres.; E. SYKES, Vice Pres.; C. S. BARLOW,
Treas. and Sec.

PRODUCE & COMMISSION
MERCHANTS,
Dealers in Flour, Feed, Country Produce, Lime, Plaster,
Cement and Coal.
COAL YARD, OFFICE & WAREHOUSE ON R. R. WHARF,
NEW TACOMA, W. T.

St. Paul Advertisements.

STRONG, HACKETT & CO.,

IMPORTERS AND JOBBERS OF

Hardware, Tinnery's Stock and Tools,
GUNS AND SPORTING GOODS,
213, 215, 217 & 219 EAST FOURTH STREET,
ST. PAUL, MINN.

ESTABLISHED 1860.

BOHN MANUFACTURING CO.

Sash, Doors, Blinds, Mouldings, Stair Work
and Building Material,

PINE AND HARD WOOD LUMBER.
WINONA, MINN.

Branch Office and Warehouse, Cor. Sixth and Waucoma Sts.,
ST. PAUL, MINN.

CRAIG, LARKIN & SMITH,

WHOLESALE CROCKERY,
GLASSWARE, LAMPS AND HOUSE FURNISHING GOODS,
No. 350 SIBLEY STREET,
ST. PAUL, MINN.

L. H. MAXFIELD. C. SEABURY. W. T. MAXFIELD, Special.

MAXFIELD & SEABURY,

WHOLESALE GROCERS,

195 to 199 East Third Street, Corner Sibley
ST. PAUL, MINN.

Agents for the Oriental Powder Mills Mining and
Blasting Powder.

H. P. RUGG & CO.,

PUMPS, PIPE, MILL

—AND—

RAILWAY SUPPLIES

318 SIBLEY STREET,

ST. PAUL MINN.

JOHN H. ALLEN.

DANIEL H. MOON.

FRANCIS B. HOWELL.

The Oldest Wholesale Grocery House in the Northwest.

ALLEN, MOON & CO.,

Successors to P. F. McQUINLAN & Co., Established 1859.

Manufacturers' Agents and Importers of

Teas and Coffees, English, French and German
Canned Goods and Delicacies,
and Fine Havana Cigars.

201, 203, 205, 207 & 209 EAST THIRD ST., Cor. Sibley,
ST. PAUL, MINN.

SANDERS & MATHEWS,

MANUFACTURERS AGENTS

Foreign and American Cements,

LIME, PLASTER, HAIR, FIRE BRICK, CLAY, TILE, &c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 AND 73 LOWER LEVEE,
OFFICE, 100 EAST THIRD STREET,
ST. PAUL, MINN.

May, '83—cu.

REAL ESTATE.
CITY PROPERTY A SPECIALTY.
MONEY TO LOAN.

E. S. NORTON,

322 Jackson St., Gillfillan Block,

Collection of Rents and care of
Property for Non-residents.

ST. PAUL, MINN.

WM. LINDEKE. A. H. LINDEKE. C. WARNER. T. L. SCHURMEIER

LINDEKES,

WARNER &

SCHURMEIER,

WHOLESALE

DRY GOODS AND NOTIONS,

Miner's and Lumbermen's Suits a Specialty.

Cor. 4th and Sibley Sts., ST. PAUL, MINN.
May, '83—cu.

BEAUPRE, KEOGH & CO.

Wholesale Grocers,

226, 228, 230, 232, 234 & 236 EAST THIRD ST.,

ST. PAUL, MINN.

Direct Importers of Brazilian Coffees, China and Japan Teas,
Norway Herring and Stock Fish.

May, '83—cu.

COLBERT, HILL & CO.

WHOLESALE DEALERS IN

WOODEN AND WILLOW WARE,

Cordage, Twines, Brushes, Paper Bags,
Paper, Notions, &c.

403 SIBLEY STREET,

ST. PAUL, MINN.

May, '83—cu.

DE COSTER & CLARK,

FURNITURE,

342 and 344 JACKSON STREET,

ST. PAUL, MINN.

**Detroit Fire and Burglar Proof
Safes and Vault Doors.**

COMBINATION LOCKS PUT ON OLD SAFES.

Locksmithing and Electric or Mechanical Bell Hanging
Safe Opening and Repairing a Specialty.

C. C. MILES, Gen'l Agent,

385 Jackson Street, St. Paul, Minn.

June '83—cu.

WANTED—SITUATION—By young man, first-class
practical Bookkeeper. At present is employed in National
Bank, where he has been for six years. Highest references.
Address A. L. H., office THE NORTHWEST.

AUERBACH, FINCH & VAN SLYCK,

IMPORTERS AND JOBBERS OF

DRY GOODS AND NOTIONS.

FOURTH, SIBLEY and FIFTH STS.,

ST. PAUL, MINN.

New York Office, 53 Leonard Street.

NOYES BRO'S & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

CORLIES, CHAPMAN & DRAKE,

(Incorporated.)

MANUFACTURERS

DOORS
SASH BLINDS MOULDINGS HARD WOOD ST. PAUL

FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE & CO.

371 and 373 Sibley St., St. Paul, Minn.

ROBINSON & CARY,

Cor. Fourth and Waucoma Sts., St. Paul, Minn.

—DEALERS IN—

Railway, Mill, Contractors' and Mining
Equipment and Supplies.

P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY & CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854.
April, '83—cu.

ST. PAUL, MINN.

FRANK BREUER.

WM. RHODES.

BREUER & RHODES,

Wholesale Iron, Nails, Steel, Heavy Hardware
and Carriage Materials,

Burden's Horse Shoes, Peter Wright's Anvils,

Bellows, Vices, Blacksmith and Wagon Supplies,

221 & 223 EAST FOURTH ST.,

ST. PAUL, MINN.

April, '83—cu.

NORTHERN PACIFIC REFRIGERATOR CAR COMPANY,

DEALERS IN AND TRANSPORTERS OF
DRESSED BEEF AND OTHER PERISHABLE PRODUCTS.

MARQUIS DE MORES, President and General Manager.
CHAS. W. SLEEPER, Vice President.
FRANK B. ALLEN, Secretary.
T. VON HOFFMAN, Treasurer.

CENTRAL OFFICE:—Corner Fourth and Cedar Sts., St. Paul.
SLAUGHTER HOUSES:—Medora, Miles City, Billings and
Blalock.
COLD STORAGE HOUSES:—New York, St. Paul, Duluth,
Brainerd, Fargo, Bismarck, Helena, Portland.

FARWELL, OZMUN & JACKSON,
WHOLESALE HARDWARE,
TIN PLATES AND METAL,
254, 256, 258, 260 & 262 East Third Street, St. Paul, Minn.

THE LARGEST STOCK IN THE CITY AT LOWEST MARKET RATES.
CORRESPONDENCE SOLICITED.

St. Paul and Pacific Coal and Iron Co.,
WHOLESALE DEALERS IN
COAL AND PIG IRON.
Sole Shippers to the Northwest of Phila-
delphia and Reading Coal.
General Office, ST. PAUL.
Docks at DULUTH and SUPERIOR.
A. PUGH, - - General Manager.



THE Adams & Westlake Mfg. CO.,

MAKERS OF
THE WIRE GAUZE NON-EXPLOSIVE
OIL STOVE,
FOR HEATING AND COOKING PURPOSES.

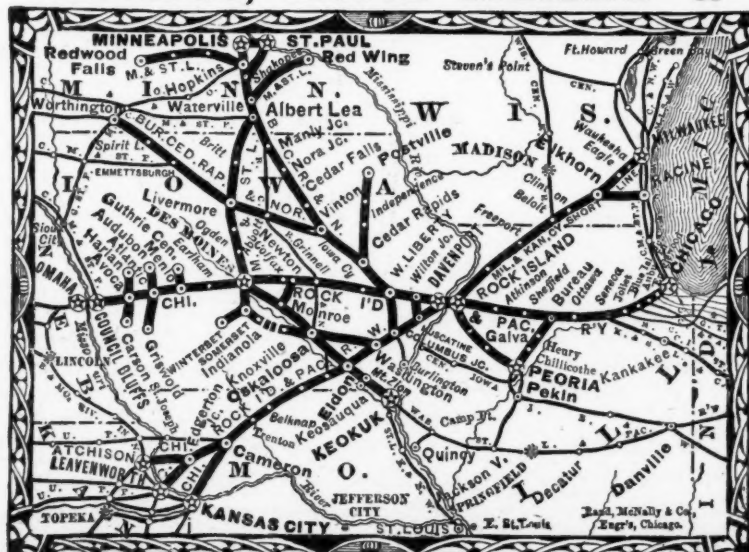
Cooking for a large family can be done at a small
Expense. Beautifully Finished, Perfect Workman-
ship, Absolutely Safe and Free from Odor.

—ALSO—
Passenger, Parlor and Postal Car Lamps,
Locomotive Headlights, Switch, Signal, Station
Lamps, and General Railway Specialties.

CHICAGO, NEW YORK, BOSTON,
Franklin & Ontario Sts. 100 Beekman Street. 45 Summer Street.

NO LINE OF RAILWAY IN THE UNITED STATES HAS DONE MORE TO DEVELOP THE
GREAT WEST and NORTHWEST

CHICAGO, ROCK ISLAND & PACIFIC.



IT RUNS TWO
FAST EXPRESS TRAINS
EACH WAY, DAILY,
Between CHICAGO and
MINNEAPOLIS, ST. PAUL,
COUNCIL BLUFFS,
ATCHISON,
LEAVENWORTH and
KANSAS CITY.

Its train equipment consists
of
Magnificent Reclining
Chair Cars,
Pullman Palace Sleep-
ing and Buffet Cars,
World-famous Dining
Cars, and
Most Elegant and
Roomy Day Cars.

— Rates of fare always as low as the lowest. Baggage checked through. Tickets sold to destination. —
R. R. CABLE, President and Gen'l Manager. CHICAGO. E. ST. JOHN, Gen'l Ticket and Pass. Agent.

MINNEAPOLIS and ST. LOUIS RAILWAY

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY
FROM ST. PAUL AND MINNEAPOLIS
TO CHICAGO

WITHOUT CHANGE, CONNECTING WITH THE FAST
TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST!

The DIRECT and ONLY LINE running THROUGH CARS
between ST. PAUL, MINNEAPOLIS and

DES MOINES, IOWA,
VIA ALBERT LEA AND FORT DODGE.

Solid Through Trains Between
ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY,
connecting in Union Depot for all points
SOUTH and SOUTHWEST.

MANY HOURS SAVED, and the ONLY LINE running TWO
TRAINS DAILY TO KANSAS CITY, LEAVENWORTH, and
ATCHINSON, making connections with the UNION PACIFIC,
and ATCHISON, TOPEKA & SANTE FE RAILWAYS.

Close Connections made in Union Depot with all trains
of the St. Paul, Minneapolis & Manitoba; Northern Pacific;
St. Paul & Duluth Railways, from and to all points NORTH
and NORTHWEST.

REMEMBER! The Trains of the MINNEAPOLIS & ST.
LOUIS RAILWAY are composed of Com-
fortable Day Coaches, Magnificent Pullman Sleeping Cars,
Horton Reclining Chair Cars, and our justly celebrated
PALACE DINING CARS.

150 LBS. OF BAGGAGE CHECKED FREE. Fare always as
Low as the Lowest! For Time Tables, Through Tickets, etc.,
call upon the nearest Ticket Agent or write to

S. F. BOYD,

Gen'l Ticket and Pass. Agt., Minneapolis, Minn.

R-4

JOHN J. COLEMAN,
Successor to COLEMAN & OXLEY,

INSURANCE, REAL ESTATE,
AND COLLECTION AGENCY,
Also Brokers in Securities and Live Stock,
MILES CITY, MONTANA.

R. S. REEVES,
Jamestown, Dak.

LANDS and LOANS.

Commissioner for the State of New York. Investments made
for non-residents on long or short time loans. Money placed at
8 and 9 per cent on first-class real estate security. Taxes paid
for non-residents. References given on application.

GEORGE T. WICKES,
MINING and MECHANICAL ENGINEER,
Member of American Institute of Mining Engineers, Mining
and Mechanical Engineer for North Pacific Coal Co., solicits
engineering work at Helena, Bozeman, Clark's Forks, and
Billings. Also agent for examining, reporting upon, and look-
ing after property for investors. Address,
GEORGE T. WICKES,
Post Office, Bozeman, Montana.
G '84-CU

HAGER & CO.,
REAL ESTATE,
Room 37, Gillman Block.
ST. PAUL. - - - MINN,
F. 4. cu.

EVERETT S. GEER'S
New Street Guide and Map
OF THE CITY OF ST. PAUL
Is just the Pocket Guide for every one to buy. Each street is
numbered at all corners. Additions are given alphabetically
and also printed on the map, making a complete reference for
reality. Hack fare, horse car routes, banks, newspapers, hotels,
public halls, blocks, buildings, etc., etc., are classified. Sent to
any address upon receipt of \$1. For sale by book-stores and
newsdealers. Office, Room 21, First National Bank Building.

NORTHWESTERN NOTES.

DULUTH's new directory gives her 20,000 inhabitants.

THE Dalrymple farm, in Dakota, produced this season about 600,000 bushels of wheat.

OUR Dakota exchanges note that thin corn-husks indicate a mild winter for the coming season.

A THIRD artesian well has been bored at Miles City, Montana, and water attained at about the same depth as the other two—350 to 400 feet.

A HERD of buffalo made its appearance within seven miles of Little Missouri, 150 miles west of Bismarck on the Northern Pacific. Three were killed.

EIGHT thousand acres of wheat and twenty-five self-binding harvesters in the field could be seen last month on the Cooper farm near Cooperstown, Dakota.

ON the night of September 21, Portland, Oregon, was visited with a serious conflagration. A large hotel and several business houses were destroyed. Total loss \$120,000.

A SQUASH weighing 114 pounds and measuring six feet in circumference will be taken to the New Orleans exposition. It was grown by Maurice Powers.—*Walla Walla (W. T.) Journal*.

THE Montana Improvement Company is now putting in on the Big Blackfoot, near its mouth, the largest dam ever constructed in Montana. The river at that point is about 350 feet wide.

TWINE for self-binders costs about twenty cents a pound, and in North Dakota alone over \$300,000 worth of it is now used annually, and increasing from year to year as the country develops. It would seem that a twine factory would be a paying investment in this section.

THE importation of sheep to Montana is going on at a great rate. Four thousand head passed this way last week from Union, Oregon, and the various roads into the Territory are said to be lined with the "woolly breeders," to say nothing of the large numbers which are being imported by railway.—*Virginia City (Mont.) Madisonian*.

THE Carrington, (Dak.) *News* has seen oats of this sort: "We saw some oats measured that were brought from Messrs. Alden & Water's farm at Rockford, the heads of which were eighteen and a half inches in length. Surely the sight would paralyze some of the down east grangers who have to sharpen the noses of their sheep to enable them to pick a living among the stones."

WAHPETON, Dakota, is a good town with a bright future. The *Gazette* anticipates a good deal for it in this: "With a network of railroads already diverging in seven different directions, and still others projected, and yet another water outlet to Lake Superior possible, it is an easy matter to see that Wahpeton will soon become the most popular distributing point west of Minneapolis."

A CORRESPONDENT from Fort Custer writes us that Deacon Henry Price, while fishing in the Little Big Horn River, on the 18th inst., caught a large catfish. When cleaning the fish a live rattlesnake twenty-three inches long was found reposing quietly in the stomach of the fish. The deacon was highly elated over his combination catch, and says Montana is a great country.—*Miles City Journal*.

GREAT excitement exists at Benton, Montana, over the confirmation of an important gold discovery in the Little Rocky Mountains, 100 miles north-east of that place. When the discovery was first reported the citizens sent a committee consisting of P. Hasling and Dennis Halpin to investigate. They report that the mines are good and about 100 claims have been taken up. Those worked pay six dollars

to eleven dollars a day to the man, working with an ordinary gold pan. In one instance \$300 was taken from a pit twenty feet square.

A DAKOTA HARVEST SCENE.—On the Boardman & Lovejoy bonanza farm, ten miles northwest of Sanborn, can now be witnessed one of those harvest scenes peculiar to Dakota, where the farm hands march out like troops in battle array, and attack a field of grain thousands of acres in extent, where the self-binders advance and deploy like a huge line of skirmishers, across the perfectly level field, the natural curve of the earth hiding one flank from the sight of the other, the steam threshers in reserve pounding out the golden grain by the thousands of bushels, and when the farmer sells his crop he receives a check for a greater sum than the entire capital of some banks.—*Sanborn (Dak.) Enterprise*.

A NEW stage line connecting Medora, on the Northern Pacific Railroad, with Deadwood, in the Black Hills, is now in operation. It is called the Medora Stage and Forwarding Company. Medora is the nearest railroad point to the Hills, being 190 miles from Deadwood. The trip is made in thirty hours. This line is equipped with eleven elegant Concord coaches, and passes through a fine agricultural and stock country, including eighteen miles of the famous Bad Lands, the views in this section of which are particularly interesting. A. T. Packard, editor of the *Bad Lands Cow Boy*, is the manager of the line, he having been given plenty of money and full charge by the Marquis de Mores, who owns the line.

"WHEN I harvest my grain and get some ready money," remarked Joe Duff, one of our most enterprising and successful farmers, the other day, in the presence of a *Gazette* reporter, "I am going down into Illinois or Wisconsin, and buy seventy-five or a 100 yearling heifers. I am putting up lots of hay, and will have plenty of time to attend to them during the winter. I believe farming pays well in this country, but the man who goes into stock-raising will find a fortune." We are sure every farmer will agree with Mr. Duff. Let every man who has some capital to spare invest it in young stock, even if he can only afford to buy a few head, and in a few years he will find himself in possession of an extensive herd, and the moderate capital invested swelled into a handsome income.—*Carrington (Dak.) Gazette*.

THE experiment of raising grain on the bench lands has been a marked success this year. Good crops have been raised in all sections without irrigation. This is due no doubt to the rainfall. While the grain is not so heavy as that grown in the bottoms, in most cases it will be a paying crop. The increased rainfall of the past few years has proved a blessing to all farmers. The causes which have brought this about could perhaps be explained upon some scientific principle; but the fact remains, and our bench lands may possibly in the future be the grain-producing sections, as the limited amount of bottom lands will not be sufficient to raise the grain which will be required for our increased population. The experiment will no doubt be more generally tried in the future, and our lands hitherto deemed valueless except for grazing will be sought for eagerly by the settler seeking a home.—*Benton (Mont.) River Press*.

THE cloud that has hung over Cœur d'Alene is gradually disappearing. The spirit of exaggeration and over-excitement, always present at new mining camps, is giving way to solid, sober reasoning. Men of means and experience are coming in to look at the situation. One enterprise after another is being projected, and perhaps by the time the snow flies there will be more work done in the Cœur d'Alene mines than there has been going on during the summer. The drain ditch on Lower Prichard is one example. We are assured it will be commenced immediately by a company with funds to complete it. Three months ago it would perhaps have been impossible to make arrangements with the mine-owners on the terms which were recently arranged. A short time since we fairly begged for capital to take hold of a water ditch. Two companies are now in the field to undertake the work. What the result will be we cannot say. Both appear determined to go ahead. The country is now resting on its merits. It may push

NATHAN FORD

GIVES BARGAINS IN

Knabe Pianos, Hazelton, Fisher and other Pianos, and Clough and Warren Organs.

96 E. Third St. . . ST. PAUL.

forward too slowly for some, but it is far better to have a quiet growth than to rush into another feverish state and invite a ruinous reaction.—*Murray (Idaho) Sun*.

PORT ANGELS.—It is proposed by a number of moneyed men and railroad magnates to build up a town on the Washington Territory side of the straits, and only seventeen miles directly across from Victoria, so that it can be reached in less than three-quarters of an hour by boats, such as the Alaskan and the Olympian. With this object in view, the men referred to have been quietly taking up land, and acquiring possession, by purchase, of large tracts, until now they have some 20,000 acres. This place, "Puerto de Los Angeles," as the early Spanish navigators termed it, is admirably adapted for the future large city. It has a magnificent harbor, with plenty of water and good anchorage. Otherwise, also, it presents every possible advantage required in a large commercial and shipping point. It can be connected with the railroad line, running to San Francisco via Portland, Oregon, or to the Eastern States via the Northern Pacific, by building a line less than 100 miles in length, and passing through a fine country for agricultural and stock-raising purposes. There are there some of the finest timber lands in the Northwest.—*Victoria (B. C.) Times*.

25,000,000 BUSHEL.—People who lay awake nights to pity Dakota should digest a few of the crop returns before going to bed. Dakota will harvest an immense crop this year. The Dakota wheat yield alone is estimated at 25,000,000 bushels. This new Territory will be exceeded in the wheat crop by only a few of the States. If we estimate the population of Dakota at 300,000 there will still be an average of eighty-three bushels of wheat to every man, woman and child in the Territory; or an average of 415 bushels to every family. At a moderate estimate for consumption and seed this leaves a surplus of an average of 325 bushels to each family. At one dollar a bushel the surplus will bring into the Territory an enormous sum of money. But it is only one item of the account. There are the oat, barely and rye crops. Flax is getting to be a large crop in Dakota. The hay that will be cut in the Territory this year will command unusual prices. It is a grand year for this grandest of Territories. This great surplus crop means much for Dakota. It means new and better homes and permanent improvements of every variety, and school houses and churches, and comfort and an ampler working capital for the people now there and a temptation to more people to come. A great many settlers in Dakota will move out of the old shack and sod house into new and pleasant homes this fall, after the crop is safely marketed.—*Sioux City (Ia.) Journal*.

Messrs. Gold, Barbour & Swords, 10 Pine Street, New York, report the following closing quotations of miscellaneous securities September 25:

Northern Pacific 1st Mortgage Bonds	103 $\frac{1}{2}$	to	103 $\frac{1}{2}$
" " 2d " "	87 $\frac{1}{2}$	int. to	90 int.
" " Pend d'Oreille Div "	99	to	99 $\frac{1}{2}$
" " Missouri Div "	99	int. to	100 int
" " Dividend Certificates	72	to	74
St Paul & Duluth	15		
St Paul & Duluth Preferred	70		
Northern Pacific common	28 $\frac{1}{2}$	to	28 $\frac{1}{2}$
" " preferred	43 $\frac{1}{2}$	to	43 $\frac{1}{2}$
Oregon Transcontinental	11 $\frac{1}{2}$	to	12
Oregon Railway & Nav.	87	to	87 $\frac{1}{2}$
Oregon Transcontinental Co.	68	to	71
Oregon Railway & Nav. 1sts.	106 $\frac{1}{2}$	to	107

A LITTLE NONSENSE.

SOME SIGNS OF THE TIMES.

"In court," said the card on the lawyer's door.
 "Back in ten minutes," on many more,
 "Gone to the hospital," on the doctor's slate.
 On another, "Sit down and wait."
 "Gone to bank," on the notary's sign;
 "Arbitration," that young clerk of mine.
 "Back soon," on the broker's book;
 "Collecting rents," on my agent's hook.
 They were all too busy, a matter quite new,
 Very sorry was I, I had nothing to do.
 Then I hid me hence to the baseball ground,
 And every man on the grand stand found.

A little girl joyfully assured her mother the other day that she had found out where they made horses; she had seen a man finishing one. "He was nailing on his last foot."

Young Laird (to newly-appointed footman).—"Well, Donald, how do you like trousers?" Donald (heretofore a gillie who had never worn anything but kilts).—"Aweel, sir, I fin' them vera oncomfortable about the sleeves."

"What do you think of my moustache?" asked a young man of his girl. "Oh, it reminds me of a Western city," was the answer. "In what respect, pray?" "Because the survey is large enough, but the settlers are straggling."

Clergyman (on his way from church to the son of a parishioner rather addicted to hunting on Sunday).—"My little boy, I didn't see your father at church this morning; I am afraid he does not fear God. Young Heathen.—Oh, yes, I guess he does; he took his gun with him this morning.—*Life*.

"Ma," said the small boy, as they were taking the train out of town a few days ago, "you'll see some-thing' funny when we get back." "What will it be?" inquired his mother. "Why, all the buildin's will be a different color." "Nonsense, child, what gave you that idea?" "Well, pa told Mr. Smith last night that when you and me went away he was goin' to paint the town red," and then he wondered why his mother wouldn't let him stand up on the seat or buy him any candy.—*Boston Post*.

"ENGLISH AS SHE IS SPOKE."—First Londoner—"Aw, 'ow do. Aw, by the way, bajove, 'ave ye 'eard h'Aimee play in h'English? H'I did. Beastly fluke, bajove, ye know; beastly. She cawn't say h'a bloody word right, bajove, ye know."

Second Londoner.—"Naw, h'I didn't 'ave a h'opportunity to 'ear 'er, ye know; but h'I knew she'd 'ave trouble pronouncin' h'our language, ye know. H'all bloody foreigners do, ye know."

First Londoner.—"Yes, bajove, h'I never 'eard h'any foreigner, ye know, as could pronounce h'English like a h'Englishman, ye know."

As a train pulled out of Kansas City recently, bound west, a fine-looking old gentleman who occupied a seat in the smoking car, was accosted by a rank-looking specimen of Western humanity. "Goin' far west, stranger?" he asked. "Yes, sir," replied the old gentleman, politely, "I am going to Denver." "Business or pleasure?" "Chiefly for my health." "Ah, yes, I see. From the East, ain't yer?" "Yes, I am president of the Twenty-fifth National Bank of New York." "You don't say so," exclaimed the Westerner. Then he added in a whisper: "Gin us yer hand, old pard—I'm right glad to meet yer. I'm a Missouri train robber."—*Drake's Magazine*.

SUNDAY IN VERMONT.—Last Sunday one of the pastors of the little village of Pownal was walking to church, when he saw a man, with his coat off, digging in his garden. The good man beheld with grief and astonishment, and, coming up to the fence, began to recite in a solemn voice: "Remember the Sabbath day to keep it holy. Six days thou shalt labor and do all thy work—"

"See here," said the man in the garden, looking up, "be you talking to me?"

"Yes, my poor man, I am."

"Well, you needn't worry about me, then. I ain't agoin' to do any work; I'm only diggin' worms to go afishin' with."

The Sportsman's Resort of the Northwest.

HOTEL MINNESOTA.

DETROIT LAKE.

200 miles west of St. Paul on Northern Pacific Railroad.

BEAUTIFUL SCENERY, LAKES,
 WOODS, MOUNTAINS, AND MINERAL
 SPRINGS, MAGNIFICENT HUNTING and
 FISHING. HUNTERS' PARADISE.

Deer, Geese, Ducks, Prairie Chicken, Partridge, Etc., Black and Oswego Bass, Etc.

HOUSE NEW, MODERN IMPROVEMENTS, OUTSIDE FIRE ESCAPES,

Accommodates 200. Open All Year.

R. R. COLBURN, Proprietor,
 DETROIT, MINN.

Minneapolis Advertisements.

SHATTO & DENNIS,

OF MINNEAPOLIS, Minn.,

Are Northwestern Agents for

ATLAS ENGINES and BOILERS,

The Cummer Automatic Engines, B. W. Payne & Son's Automatic Engines, including Straw Burners, E. C. Atkins & Co.'s Saws, Eagle Machine Works' Celebrated Saw Mills, Cordeman & Egan Co. Wood-working Machinery, Cameron Steam Pumps, Eberman's Injectors, and can supply any demand for machinery of any kind.

Pullies, Shafting, Belting, Packing & Engineers' supplies.
 Jan. '84—cu.

CHAS. A. PILLSBURY & Co.,

Merchant Millers,

MINNEAPOLIS, MINN.

MILLS: { PILLSBURY A. PILLSBURY B. } Daily Capacity 7,500 Bbls.
 ANCHOR. EXCELSIOR.

A. L. BILLINGS & CO.,

WHOLESALE DEALERS IN

Oysters, Fish, Game, Poultry,

&c., &c., &c.,

Northwestern Agents for the Mammoth Celery.

214 AND 216 FIRST AVENUE SOUTH.

TELEPHONE, 81-3.

MINNEAPOLIS.

"Papa," said a little boy, looking up from his Sunday school lesson, "are all our deeds in this world recorded?" "Not always," replied the old man, who is a real estate lawyer. I lost \$350 once by failing to record a deed."—*New York Mail and Express*.

W. D. WASHBURN, President.

J. E. STEVENS, Jr., Manager.

W. D. HALE, Treasurer.

The Washburn Mill Company,

MERCHANT MILLERS,

Minneapolis, Minn.

LINCOLN MILL, PALISADE MILL,

ANOKA, MINN.

CAPACITY 800 BARRELS.

BRANDS:

WASHBURN'S BEST,
 LINCOLN.

Jan. '84, cu.

MINNEAPOLIS.

CAPACITY 1500 BARRELS.

BRANDS:

Royal Rose,
 PALISADE.

MINNESOTA AND DAKOTA LANDS!

1800 ACRES OF LAND!

IN OTTER TAIL, BECKER AND POLK COUNTIES, I

MINNESOTA, FOR SALE.

The above Lands were selected in 1877, and are well situated and surrounded with a prosperous farming community.

They are Part of over 3,000 Acres, the Balance of which Has Been Sold AT \$5.00 TO \$8.00 PER ACRE.

These must be sold to close a partnership and will be sold low and on long time. Also 640 acres in Richland Co., Dakota, being Section 13, T. 134, R. 51. For particulars inquire at the office of this paper, or by mail of

B. S. RUSSELL, Jamestown, D. T.

NORTHERN PACIFIC RAILROAD LANDS

LAND DEPARTMENT,

BANK OF LA MOURE, DAKOTA.

We make careful personal selections of Northern Pacific Railroad Lands for stockholders and other purchasers in the Best Wheat-growing District of North Dakota.

The counties of LaMoure and Dickey offer the best inducements to settlers and investors of any portion of the Northern Pacific grant now remaining east of the Missouri River. These lands lie on each side of the Fargo & Northwestern Railway.

We transact a general banking business, make investments for non-residents, and are land agents for N. P. R. Co. For advertising matter or information write to

ROBINSON, BUTTON & CO.

G 84-CU

La Moure, Dak.

MINNEWAUKEN,

COUNTY SEAT OF BENSON COUNTY.

NORTH DAKOTA.

Section 15, Township 153, Range 66.

Minnewaukan is located on the terminus of the Jamestown & Northern branch of the Northern Pacific railroad, at the west end of Devil's Lake, on a high plateau of land overlooking from every part of the town that beautiful sheet of water.

At Minnewaukan there is a good steamboat landing with two steamboats making regular trips between it and Fort Totten, and points on the eastern end of the lake, and a gravelly beach making delightful drives for tourist and health seekers.

Minnewaukan is ninety miles north of Jamestown, midway between the Northern Pacific railroad and the International boundary will be the Division headquarters, and the only town on the Northern Pacific Railroad located on Devil's Lake.

The famous Mouse River and Turtle Mountain country is more directly tributary to it than to any other railroad town, and the immense emigration to all the country west and northwest of Devil's Lake must pass through this town and make it their supply point and market for years.

The surrounding country is a fertile, undulating prairie, rich, deep soil, abundantly productive, incumbered by streams and dotted with lakes. No equal opportunity exists in the whole West for the selection of a home as is offered by this rapidly-settling country, tributary to Minnewaukan.

All branches of business are open and no fairly intelligent and industrious business man can fail to build up a lucrative business.

The moderate prices at which we offer lots in Minnewaukan insures the investor large profits. No other town in North Dakota of equal prominence has been placed in the market.

The town is jointly owned by the Northern Pacific Railroad company and a syndicate, who will both show their confidence in the town by making substantial improvements.

TERMS OF SALE:

One-fourth Cash, balance Six, Nine and Twelve Months, at 7 per cent. Interest.

The plat is now on sale at the office of

Nickeus, Wilbur & Nichols,

JAMESTOWN, DAKOTA.

For information, plats and prices, call on or address

D. L. WILBUR,

Trustee for Syndicate,

JAMESTOWN, D. T., or

GEN'L LAND AGENT, N. P. R. R.

ST. PAUL, Minn.

EDWARD B. SMITH.

TOWNSEND DAVIS

SMITH & DAVIS,
General Insurance Agents
(AND FORWARDERS).

FIRE, LAKE, CANAL AND OCEAN RISKS AT CURRENT RATES.

Office, 200 Main Street, Buffalo, N. Y.

THE HOTCHKISS & UPSON CO.

MANUFACTURERS OF

CARRIAGE, MACHINE, PLOW, ELEVATOR AND BRIDGE BOLTS, NUTS, PLATES, CAST AND WROUGHT WHEELS, SKEIN AND COACH SCREWS. Also, GIMLET POINT COACH SCREWS.

Price List Sent on Application.

CLEVELAND, - - OHIO.

THE CHEAPEST AND BEST. ENGRAVING FOR ALL ILLUSTRATIVE AND ADVERTISING PURPOSES.

PHOTO ENGRAVING CO.

67 Park Place NEW YORK

Pennsylvania Steel Company,

MANUFACTURERS OF

STEEL RAILS

FROGS, CROSSINGS, SWITCHES

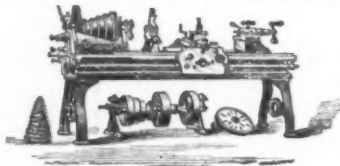
AND

RAILWAY MATERIAL,

WORKS AT STEELTON, PENN.

Office: 208 S. 4th St., Phila.

New York Office: 160 Broadway.



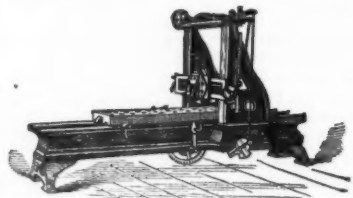
PUTNAM MACHINE CO.
FITCHBURG, MASS., U.S.A.

MACHINISTS' TOOLS, STEAM ENGINES,

WOODWORTH PLANERS, WATER WHEELS,

MILL WORK, SHAFTING, &C.,

Salesrooms, 115 Liberty St., NEW YORK.



ORERAR, ADAMS & CO.,

MANUFACTURERS AND DEALERS IN

Railway Supplies,

AND IMPORTERS OF

JESSOP'S ENGLISH STEEL,

And best English Crucible Steel and Charcoal

IRON WIRE ROPE

For Hoisting and Mining Purposes.

11 AND 13 FIFTH AVE., CHICAGO, ILL.

Chicago Forge Bolt Co.,

BOLT MAKERS.

MACHINE BOLTS.

LAG SCREWS

RODS and BOLTS for BRIDGES and BUILDINGS.

BOLTS MADE TO ORDER.

HOT PRESSED NUTS

Send for Price List.

Works at
SOUTH CHICAGO.
June '84 - cu.

Office, 93 Lake Street,
CHICAGO.

The **MIDVALE** STEEL & CASTINGS

FORGINGS **TIRES** **AXLES**

NICETOWN. PHILADA. PA.

GULL RIVER LUMBER CO.,

GULL RIVER, MINN.,

MANUFACTURERS AND WHOLESALE DEALERS IN

Lumber, Shingles and Lath.

LONG DIMENSIONS A SPECIALTY.

Office, Mill and Yard on Line N. P. R. R.

PLANING MILL AND DRY HOUSE ATTACHED.

STANDARD JOURNAL BEARINGS,

LEAD-LINED, SELF-FITTING.

Adopted by the Leading Railways in this Country and Canada.

MANUFACTURED, SOLD AND GUARANTEED BY

D. A. HOPKINS, Patentee, 113 Liberty Street, New York.

FOUNDRIES: JERSEY CITY, N. J.

In the patent fight between "LeRoy" and "D. A. Hopkins," an emphatic decision in favor of "Hopkins" was rendered January 3d, 1883.

B. S. RUSSELL. E. G. RUSSELL. B. D. RUSSELL.

B. S. RUSSELL & SONS,

Land, Loan and Financial Agents.

Investments made on first mortgage, netting holders 8 or 9 per cent, payable in the East.

JAMESTOWN, - - - DAKOTA.

REFERENCES:

THE FIRST NATIONAL BANK, New York.
G. M. TROUTMAN, Esq., Central National Bank, Philadelphia.
CHAS. PLATT, Esq., Insurance Company of North America, Phila.
C. D. BARNEY & CO., Bankers, Philadelphia.
HON. ULYSSUS MERCUR, Supreme Court of Penna., Towanda, Pa.
JAMES S. PARSONS, Hartford, Conn.

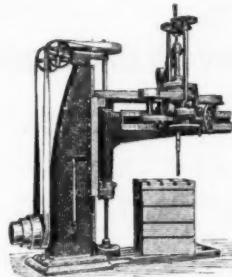
WHEAT-GROWING IN OHIO AND IN DAKOTA.—A Cincinnati paper advises farmers not to come to Dakota because wheat here is down to sixty-five cents. Its advice is not entirely disinterested. The quotations in the same issue are about eighty and eighty-one cents for the highest grades of wheat in Ohio. With the grading bad, farmers there realize little more per bushel for their wheat than in Dakota. They grow from ten to twelve bushels per acre while the Dakota harvester threshes from eighteen to twenty on a low average. Land in Ohio to grow wheat upon, is held from fifty dollars to seventy-five dollars an acre, five to eight times what the Dakota grower pays for land that produces nearly double the yield, with less than half the labor in cultivation, and without the fertilizers required in Ohio. Judge Goodrich, who is a large grower of wheat both in Dakota and Illinois, states that he can make more money raising wheat in North Dakota at fifty cents a bushel than in Illinois at one dollar, and Illinois is a better wheat State than Ohio. Without regard to other crops raised successfully in Dakota, whatever the price of wheat, the farmer here can realize more from his investment and labor than in Ohio or other Eastern States.—*Fargo Argus.*

DAKOTA'S VASTNESS.—Place the north line of the Territory at the south shore of Lake Michigan, and the southern boundary would be near the northern line of Alabama. Place the western boundary on the line between Illinois and Indiana, and the eastern boundary would be in the western part of Pennsylvania. A straight line drawn diagonally from corner to corner of the Territory would reach from St. Paul to Cairo. Dakota would make a strip of counties sixty-three miles wide, reaching from the Atlantic to the Pacific, or of 125 miles wide from Lake Superior to the Gulf of Mexico. In strips one township wide it would reach ten times across the continent, and then leave enough to equal in extent Rhode Island, Delaware and Connecticut.—*Huronite.*

THE A. FRENCH SPRING CO., LIMITED.—The partnership heretofore existing between Calvin Wells and Aaron French, under the firm name of A. French & Co., and also of the French Spiral Spring Co., Limited, of Pittsburgh, has been dissolved. The undersigned gentlemen, a limited copartnership formed under the laws of Pennsylvania, will continue the business heretofore carried on by the above named firms. The new firm will be known as The A. French Spring Co., Limited, and will manufacture all descriptions of elliptic and spiral railway springs, wagon and carriage springs and spiral springs of all designs, for valves, agricultural implements, machinery, etc. Aaron French, chairman; Julius E. French, vice chairman; Geo. W. Morris, general manager; D. C. Noble, secretary and treasurer; W. P. Hansell, general superintendent.

WILLIAM SELLERS & CO.,
PHILADELPHIA,

Iron and Steel Working Machine Tools,



For Railways, Machine Shops, Forges,
Rolling Mills, Etc.,

Turn-tables, Pivot Bridges, Shafting, Etc.

THE 1876 LOCOMOTIVE INJECTOR,

All Brass, Worked by one Motion of a Lever.

BRANCH OFFICE:

79 LIBERTY STREET, - - NEW YORK.

AARON FRENCH, CHAIRMAN.
JULIUS E. FRENCH, VICE CHAIRMAN.

GEO. W. MORRIS,
GEN. MAN'R.

D. C. NOBLE, SEC. & TREAS.
W. P. HANSELL, GEN. SUPT.

OFFICE AND WORKS,

THE A. FRENCH SPRING CO. LIMITED,
MANUFACTURERS OF
Elliptic and Spiral Railway SPRINGS
Wagon and Carriage Elliptic

SPIRAL SPRINGS OF ALL DESCRIPTIONS, FOR VALVES, MACHINERY, &C
SOLE MANUFACTURERS

Hansell's Patent Keg Shape Street Car Springs,
A. French's Patent Hot Compressed Band,
USED ON ALL LOCOMOTIVE AND CAR SPRINGS
ALL SPRINGS made of the Best Quality Crucible Steel.

NEW YORK:
98 Boreel Building,
H. A. LITTLE, Agt.

BOSTON:
52 Mason Building,
JNO. KENT, Agt.

CHICAGO:
246 Clark Street,
JOS. M. BOGAN, Agt.

ST. LOUIS:
209 N. Third Street,
M. M. DUKE & CO. Agts.

21st and Liberty Streets,
PITTSBURGH, PA.

WASSON MANUFACTURING COMPANY,
SPRINGFIELD, MASS.

Railway Cars,

Car Wheels, &c.

NEW YORK OFFICE,
18 BROADWAY.

Portland Locomotive Works,

PORTLAND, MAINE.

NEW YORK OFFICE,
18 BROADWAY.

JAMES T. PATTEN,
RAILWAY EQUIPMENT,

REPRESENTING THE

Wasson Manuf'g Co. of Springfield, Mass., Railway Cars, &c.; Portland Company of Portland, Maine, Locomotives.

18 BROADWAY, NEW YORK.

Portland Advertisements.

ESTABLISHED 1873.
THE LEADING HOUSE OF PORTLAND.
CHAS. A. MALARKEY,
 WHOLESALE DEALER
Fish, Poultry, Oysters and Game
 N. W. corner Fourth and Morrison Sts.,
PORTLAND, OREGON.
 Fresh Salmon packed in ice for shipment to any part of the
 United States.

J. LOEWENBERG, PORTLAND. P. GOLDSMITH, NEW YORK.

GOLDSMITH & LOEWENBERG,
 MANUFACTURERS OF
STOVES and RANGES
 AND IMPORTERS OF
METALS.

84 & 86 Front Street, Portland, Ore.
 NEW YORK OFFICE: TEMPLE COURT. H-4CU

CORBETT, FAILING & Co.,
 IMPORTERS AND JOBBERS OF
HARDWARE, IRON AND STEEL.

—AGENTS FOR—
DUPONT'S GUNPOWDER.

H-4CU 81 & 83 Front St., Portland, Ore.

KELLY, DUNNE & CO.,
 Importers and Dealers in
Paints, Oils, Glass, Varnish, Brushes, Etc.
 Also Proprietors of the
PHENIX OIL WORKS,
 Manufacturers and Refiners of
LUBRICATING AND ILLUMINATING OILS.

We carry and have always on hand the largest assortment in
 the Northwest of Fairbanks' Lard Oil, Sperm Signal Oil, Cylind-
 er Oil, Valve Oil, Engine Oil, West Virginia Oil, Car Oil, Head
 Light Oil, and every description of Oils for Railroads, Mills and
 Mining Purposes.

Store, 42 Front Street. Works, 12th Street, between J and K
PORTLAND, OREGON.

Would be pleased to open correspondence with parties desir-
 ing to place their goods in this market. H-4CU

CARY, OGDEN & PARKER,
 West 18th & Brown Sts., Chicago,
 MANUFACTURERS

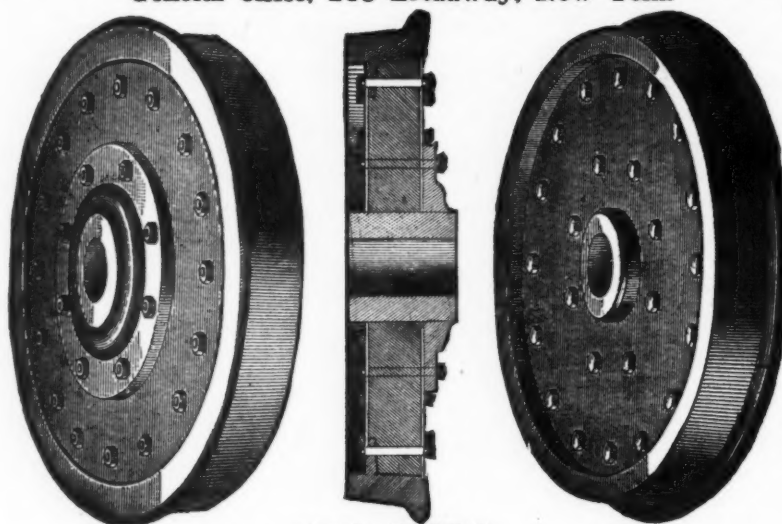
DRY COLORS,
 Fine Coach and Car Colors, Parker's Cement Paint,
 MIXED PAINTS, ETC., ETC.

H-4

THE FARMER'S STRAW.—Said a practical farmer
 the other day: "The practice of burning the straw in
 order to get rid of it has for a long time been fol-
 lowed. This practice is to say the least reprehensible.
 Not a pound of straw should be destroyed in this
 manner. It is too valuable a commodity to justify
 consigning it to the flames. It can be utilized in a
 thousand different ways on the farm. Piled up in
 ricks along the west and north sides of stock corrals,
 it has no equal as a wind-break, and will be found to
 furnish most desirable protection to the young stock.
 Hogs and sheep will eat their way into the ricks and
 keep warm and grow fat on the stray kernels which
 the thrasher fails to find. Thus straw properly
 stacked will afford excellent provender and shelter for
 the farmer's stock, and when it fails to be useful as
 above suggested, it automatically converts itself by
 decomposition into a valuable fertilizer, which can
 be used to a great advantage even on our rich, virgin
 soil. A fertilizer made from decomposed straw and
 animal matter possesses in a large degree the quality
 of retaining moisture, and mixed with the soil makes
 a mulch which is invaluable during the dry season."
Mandan (Dak.) Pioneer.

ALLEN PAPER CAR WHEEL COMPANY,

General Office, 239 Broadway, New York.



ALL SIZES.

Steel tires with annular web and non-conductive paper centres. Especially adapted to Passenger Equipment, Lo-
 comotive and Tender Trucks. Gold Medals awarded at Boston and Atlanta Expositions for the BEST, SAFEST and most
 ECONOMICAL wheel in use. 74 manufactured in 1877; 13,000 in 1881. Facilities for making 20,000 in 1882.

A. G. DARWIN, President.

C. H. ANTES, Secretary.

J. C. BEACH, Treasurer.

THE STANDARD LUBRICATING OIL OF AMERICA FOR RAILROADS.

Galena Engine, Coach and Car Oil.

GRAVITY 26°, 27°, 28°, 29°, COLD TEST, 10° to 15° BELOW ZERO.

No freezing in coldest weather, and entire freedom from hot journals at any time; perfect uniformity at all seasons
 of the year. Saves 40 per cent. in wear of brasses, as its exclusive use upon a majority of the leading railroads has
 demonstrated.

SHOWING BETTER RESULTS THAN ANY OIL EXTANT.

References furnished on application.

GALENA OIL WORKS (Limited),

CHAS. MILLER, Pres't and Gen'l Manager.

FRANKLIN, PA.

DILWORTH, PORTER & CO., Limited.

RAILROAD

AND

BOAT SPIKES,

PITTSBURGH, PA.

CALUMET IRON & STEEL CO.,

Chicago, Ill.,

MANUFACTURERS OF

PIG METAL, OPEN HEARTH STEEL,

Heavy Steel Castings,

BAR IRON AND NAILS.

August, '83—cu.

HUSSEY, BINNS & CO.,

PITTSBURGH,



PENNSYLVANIA.

Manufacturers of **HAMMERED, CRUCIBLE, CAST STEEL SHOVELS,**

And the only Plain Back Crucible, Cast Steel Locomotive Scoops made. Guaranteed Superior to
 any in the Market. For Sale by

CRERAR, ADAMS & CO., Chicago.

ROBINSON & CARY, St. Paul, Minn.

F. 4 cu.

Heavy Rails, Light Rails,
CAMBRIA STEEL RAILS.
 RAILWAY FASTENINGS,
 STREET
 RAILS.
 ADDRESS:
CAMBRIA IRON CO.,
 Office,
 218 South Fourth St.,
 D-4 Philadelphia, Pa.
 Works,
 Johnstown,
 Pennsylvania.